GENERAL PLAN
City of San Jacinto

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INTRODUCTION

The purpose of the General Plan is to produce well thought out, informed decisions regarding the City's ongoing and future development. The existence and content of the General Plan are required under State law, Government Code Section 65302. Each part, or element, of the plan must support and agree with the other; the elements together form comprehensive guides for decision-making.

This Plan, organized as discussed below, updates and revises all previous plans and elements and establishes direction for the City's growth and development through the year 2005.

A. Organization of the Text

The General Plan is divided into six (6) elements:

Hazards Management Element
Natural Resources Management Element
Aesthetic, Cultural and Recreational Resources Element
Housing Element
Circulation Element
Land Use Element

Each element contains a brief introduction, a summary of the issues, problems and concerns addressed in the element, a statement of goals, and policy statements to be used for direction when making decisions concerning those subject areas in the element. The elements conclude with recommendations for actions the City may take to realize the goals of the plan.

The General Plan projects conditions and needs through the year 2005. Projections such as those for population, housing and public facilities are determinants for policy selection. The long-term emphasis in the plan is not meant to mark beginning and ending points; instead, the long-term perspective is the framework under which short-term decisions will be made. Schedules for monitoring and revising the plan are included as overall long-term strategy.

B. Development of the Plan

A 15-member citizens advisory group was appointed by the City Council to assist a consultant team in developing the General Plan. This group met regularly for six months and participated in plan development through completion of surveys, identification of issues and goals and review and comment on all draft plan sections.

The San Jacinto Planning Area is the focus of the General Plan. The boundaries of the planning area include land currently in the County of Riverside but within the City's sphere of influence. The sphere of influence designates the anticipated future City boundaries and is considerd in Plan

development. The 16,165 acre planning area was then divided into 10 sub-planning areas for analysis. Exhibit LU-1, page LU-2 shows these planning area boundaries.

Several assumptions have been made for long range planning purposes. These assumptions, along with the definition of existing conditions, formed the basis of plan projections of future conditions and needs. General Plan assumptions are:

1. Annexations of County land into the City will continue.
2. Some agricultural land will be urbanized.
3. Completion of scheduled flood control projects will open land up for development.
4. Population growth will continue in all age groups with a possible increase in young families.
5. Mt. San Jacinto College will remain in the planning area.
6. Employment of local residents in Valley jobs will continue with a small increase in outside Valley commuters.
7. Commercial growth will primarily serve Valley residents with some highway related uses.
8. Industrial growth will be regionally oriented and inter-county.
9. The Ramona Expressway will be constructed.
10. Esplanade Street/Commonwealth Avenue will provide east/west access.

The time frame of the plan is twenty years. Some elements, because of the nature of the topics addressed, have a longer term horizon (such as seismic and flood hazards), whereas others have a shorter perspective because of site requirements (such as the housing element). State law requires that the plan be reviewed on an annual basis.

C. Relationship of the General Plan and Other City Documents

Several existing City documents relate directly to the General Plan and each must be reviewed and revised where necessary to ensure that actions taken as a result of these various documents are consistent with general plan direction. These include the City's Capital Improvement Program, Redevelopment Plan, and Zoning and Subdivision Ordinances.

The Capital Improvement Program (CIP) is a five-year plan for major City improvements, usually including such items as streets and public facilities. The CIP is upgraded annually to reflect current conditions. Coordination between the General Plan and the CIP is necessary to ensure that planned projects being funded are consistent with the adopted plan. For example, the plan could identify a threshold or capacity point when a new fire station would be needed. This fire station needs to be programmed into the CIP as a primary funding source of long-range capital planning efforts and, as such, is a valuable tool in planning for growth and development.

The City's Redevelopment Plan has designated certain areas that, because of existing conditions, need governmental intervention to promote orderly redevelopment. This redevelopment should be planned in coordination with long-range general plan land use designations. In San Jacinto, the General Plan and Redevelopment Plan are consistent because the Redevelopment Plan, as the City's most up-to-date planning effort, was used in analysis and selection of land uses for those areas in the Redevelopment Plan. Future revisions to either plan should be coordinated closely with long-range planning goals.

Zoning Consistency

Zoning consistency is required by State law. Comprehensive general plan updates such as San Jacinto's will result in modifications to the zoning ordinance. Once a new plan is adopted, zoning should be reviewed and a program to amend the ordinance to achieve consistency developed. While no specific time frame has been established to achieve this consistency, a reasonable period for compliance has been identified as between six months and two years.

Consistency with the general plan does not mean matching the land use map to the zoning map. Rather, the ordinance should be reviewed for both policy direction and land use direction. For example, an area designated for commercial encouragement of mixed commercial and housing development within certain criteria could be incorporated into the zoning ordinance with identification of a special review procedure for those applicants interested in pursuing such a project.

Another important area for general plan and zoning ordinance consistency is the translation of plan area density designations into zoning districts. Normally, this is simply accomplished by matching a compatible zone or zones to a corresponding general plan designation. However, if property which is requesting development approval has multiple general plan designations, consistency is achieved when the sum of the permitted densities of each zone district is within the overall general plan guideline for that particular development. In other words density tradeoffs or balancing are only permitted when property or properties are being developed simultaneously and have more than one designation.

Example: The zoning map may identify a property with both single family and multiple family zones. The underlying General Plan designation for this property may be medium density. Instead of building single family uses on one portion of the property and multiple family uses on another portion, a developer could blend the overall density into a development in conformance with the General Plan.

The relationship between the current (1985) City Zoning Ordinance and the General Plan Land Use Classifications is shown below.

TABLE 1
CITY OF SAN JACINTO
Relationship Between Current Zoning and Proposed General Plan Residential Land Use Classifications

CURRENT ZONE		UNITS/ACRE (a) (GROSS)	GENERAL PLAN CLASSIFICATION	UNITS/ACRE (a) (GROSS)
~~R-A (RA-1-20)~~ Residential Agricultural Single Family		~~2~~ 1/2	rural residential	~~3~~ 1/2
R-1 Single Family		7.3	low density	7
Mobilehomes; R-T Residential Trailer Subdivision		7.3	low density	6
C-H Cluster Homes (overlay)		10	medium density	15
R-1 Twin Homes		13.5	medium density	15
R-2 Two Family		14.5	medium density	15
R-3 Multi-family		29	high density	25 (c)
Condos (overlay)		re: zone	variable	variable
PUD-2 (b)	R-1	7.3 up to 8.0	low density	6+
	R-2	14.5 up to 16.0	medium density	15+
	R-3	22.8 up to 25.1	high density	25+

(a) The actual density will vary based on specific site conditions; those numbers are based on typical projects.

(b) Maximum allowable density requires Planning Commission approval.

(c) The Specific Plan option will allow a density bonus of 10%.

Hazards Management Element

HAZARDS MANAGEMENT ELEMENT

A. Introduction

The Hazards Management Element is concerned with both the natural and human environment of the City. The Element examines existing features and conditions within the planning area and surveys the potential for environmental and personal harm. Policies focus on the reduction of life, injuries, and property damage. The Hazards Management Element is a consolidation of General Plan issues concerning geologic/seismic hazards, landslides and slope stability, flooding, fire, hazardous materials, safety hazards and noise.

Detailed background information concerning all of the factors discussed in this Element is found in Appendix A.

B. Issues

Hazards include a long list of environmental factors which may threaten the safety and well being of San Jacinto. The hazards identified below have been determined to be significant to the Planning Area. This determination is derived from a number of sources including statewide identification of fault zones as defined by the Alquist-Priolo Act, Federal flood zone mapping, County defined fire zones, and local identification of factors such as noise impact areas and hillside areas.

1. Geologic/Seismic Hazards

San Jacinto is located in a seismically active area. There are several major fault traces which traverse the City and which have been mapped as part of the State's Alquist-Priolo Seismic Safety Zone Program. Ground shaking and movement, as well as ground stability are the principal areas of concern. Areas within the Alquist-Priolo Zones are subject to special land use controls. Detailed information on seismic hazards is contained in Appendix A. Seismic risk related to various land use types is presented in Table V-2 of Appendix A.

2. Landslides and Slope Instability

Unconsolidated soil in the steeply sloping areas of the northern portion of the planning area present landslide and slope instability concerns. Landslides and mudflows are often reported during periods of heavy rain in areas with slopes greater than 15%.

3. Flooding

San Jacinto is included in the Riverside County Federal Flood Insurance Study. The most significant flood prone areas of the City are located adjacent to the San Jacinto River in the northern portion of the Planning Area. Flooding could occur with a break or overflow of the levees along the river or in the event of a break in the Lake Hemet Dam.

4. Fire

There are two fire zones within the Planning Area; the first consists of the San Jacinto Mountains in the northern portion of the City, which are subject to brush fires during dry periods, while the second relates to the threat to urban features within developed sections of the community. Specific problems in this latter category include: fires in trash bins, mobile home parks, brush adjacent to structures; hazardous structures due to their age, wiring, design or poor maintenance.

5. Hazardous Materials

Hazardous materials may be transported through San Jacinto. Accidents involving vehicles carrying such materials are possible.

6. Safety Hazards

All urban areas are faced with the possibility of major disasters which threaten life, safety, and property. Providing for the most effective and economical use of all available resources for the maximum benefit and protection of the City's population in the time of an emergency is a major area of concern.

7. Noise Hazards

In the San Jacinto Planning Area the principal source of noise emissions is from traffic on City streets. Freeway traffic noise will also be of concern in the future, with the construction of the Ramona Expressway and the east/west connector along Esplanade Street. Truck traffic is the major source of traffic noise.

C. Hazards Management Element Goal

The reduction and eventual elimination where feasible of all natural and human related hazards to life and public safety within the City of San Jacinto.

D. Policies/Implementation Program

1. Geologic/Seismic Hazards

a. Policies

- Continue to encourage and promote public awareness of earthquake hazards.

- Promote measures to mitigate seismic effects on potentially unsound structures.

- Continue strict adherence to the requirements and guidelines of the Alquist-Priolo Study zone areas.

- Continue policies requiring geologic mapping and analysis and, if recommended, building restrictions in fault zones.

b. Implementation Program

- The City's Disaster Preparedness Program shall include emergency procedures for earthquake situations.

- Existing structures which are seismically unsound shall be identified and programmed for mitigation or removal where necessary to protect the public safety. Cultural and historic significance of buildings shall be considered in this program.

2. Landslides and Slope Instability

a. Policies

- Consider all slope areas as part of a hillside management area.

- Promote continued awareness of potential hazards in hillside areas, including slope instability, landslides, and mud flows.

b. Implementation Program

- Designate all portions of the City with slopes in excess of 15% as being within a hillside management area. A detailed geologic report and topographic study shall be required, and the recommendations of such reports included as conditions of approval for any potential development in such areas.

- Special consideration should be given to cluster development in hillside areas to maximize the use of the least sloping areas of a given site and to reduce grading to a minimum.

- Contour grading should be utilized whenever possible, and cut and fill areas kept to a minimum.

3. Flooding

a. Policies

- Promote the identification of flood hazard areas and, where appropriate, monitor previous flood area designations.

- Continue to coordinate flood control efforts with appropriate jurisdictions (i.e., City of Hemet and Riverside County).

- Relief of existing flooding problems in and adjacent to developed areas shall have priority in the City's Capital Improvements Program over construction of new flood control systems to permit new development.

b. Implementation Program

- Flood hazard areas of the City shall be identified. Special development standards shall be adopted and applied to any new construction and/or change in land use within these areas.

- The City shall establish a permanent liaison with the City of Hemet and Riverside County to coordinate flood control activities.

4. Fire Hazards

a. Policies

- Consideration shall be given to fire hazard concerns including brush fire areas as well as developed portions of the community.

- Continue and where possible expand current weed abatement programs within the City and coordinate these programs with Riverside County programs within the Sphere of Influence area.

b. Implementation Program

- The Disaster Preparedness Plan shall include emergency procedures for fire situations and include evacuation of assembly occupancy buildings.

- Existing structures which tend to increase fire hazards shall be identified and programmed for mitigation or removal where necessary to protect the public safety.

- Construct new fire stations, as needed, to provide reasonable response time to all areas. Given existing growth trends, three stations will be necessary within the planning period.

5. a. Hazardous Materials

- Promote the routing of vehicles carrying potentially hazardous materials along transportation corridors that reduce public exposure to the risk.

- Continue to encourage and support regional, state, and federal policies governing the use, transport, and disposal of hazardous materials.

b. Implementation Program

- Flood hazard areas of the City shall be identified special development standards shall be adopted and applied to any new construction and/or change in land use within these areas.

- An example of a special study is that of the Northwest Improvement Plan which is summarized in Exhibit "A".

b. Implementation Program

- Transporters of hazardous materials through the City of San Jacinto shall make adequate provisions for the safety of workers and residents in the community.

- Designate transportation routes along which the transport of hazardous materials is to be restricted.

- Unlicensed dumping of toxic or hazardous material into the ground or water of San Jacinto shall be prohibited.

- Storage of industrial chemicals and other potentially hazardous substances shall meet all applicable fire prevention regulations.

6. Safety Hazards

a. Policies

- Continue to support and encourage enforcement of state and federal environmental controls.

- Continue to encourage and support participation in regional, state and federal emergency preparedness activities.

- Promote continued awareness concerning emergency procedures.

b. Implementation Program

- The City of San Jacinto shall adopt, annually review, and adequately publicize its Emergency Preparedness Plan. This Plan includes policies for coordination between the various City Departments, Riverside County Agencies, Public Utilities, and Special Districts. Provisions in the Plan shall include response to hazardous material accidents, earthquake situations, and floods.

7. Noise Hazards

a. Policies

- Provide for the reduction of noise where the noise environment is unacceptable.

- Protect and maintain those areas where the noise environment is acceptable.

- Provide sufficient information concerning community noise levels so that noise can be objectively considered in land use planning decisions.

b. Implementation Program

The City's noise ordinance and designated truck routes should be annually reviewed, updated as appropriate, and strictly enforced.

EXHIBIT "A"

GENERAL PLAN - HAZARDS ELEMENT

A study of the Riverside County Flood Control and Water Conservation District Master Plan for portions of the City show large portions of the City had been considered as permanent flood plain. No drainage facilities were therefore needed, and that some of the facilities that had been Master Planned would require relocation of MWD Aqueducts.

The potential urbanization of areas within the City necessitate a thorough evaluation of the facilities necessary to protect the area from flooding. Hydrology studies will be performed to insure that all existing, planned, or proposed channels would be adequate to handle the flows.

Based upon the hydrologic information developed, facilities are sized and laid out to control flows in an acceptable manner. All facilities are designed to keep the 100 year water surface at least 1-foot below the adjacent ground. Because this event has only 1 change of occurrence in a 100 years it is generally accepted that this is an adequate level of protection.

In order to insure that these facilities adequately performed their function, were aesthetically pleasing, useful for more than one purpose and least costly, various channel types were evaluated. Concrete-lined channels, bare dirt channels and grass-lined channels were all evaluated. Concrete channels were the most expensive to construct, though once they are built they require the least maintenance. Bare dirt channels are the least expensive to construct, though they require the most land and have significant maintenance costs. The selected alternative of grass-lined channels require the least amount of land and splits the construction cost between flood control and recreation purposes. It also provides a financial vehicle for maintenance of the facility through a Landscape Maintenance District.

In order augment even further their usefulness to the community, the vast majority of these channels are proposed to be long linear parks. The channels will incorporate bike/walking paths (part of the circulation element) capable of connecting most major recreation and educational institutions. Certain channels will also incorporate equestrian trails.

Natural Resources Management Element

Natural Resources

Management Element

NATURAL RESOURCES MANAGEMENT ELEMENT

A. Introduction

The Resources Management Element is concerned with the natural environment within the Planning Area. It deals with the human use of natural resources and the effect this has on the environment. This Element examines existing resources and establishes policies which focus on the enhancement, preservation, and protection of these resources. The Resources Management Element is a consolidation of General Plan issues concerning water resources, climate/air quality, energy, soils, mineral resources, and plants/animals.

B. Issues

This section of the Natural Resources Management Element identifies the various issues for which the General Plan sets policies. Information has been drawn from a number of federal, state and local sources. Detailed background data concerning all of the factors discussed in this section can be found in Appendix A.

1. Water Resources

The primary source of water in San Jacinto is from the local underground water basin. Extensive pumping over the last 100 years has greatly lowered the level of this basin. Additionally, this extensive pumping has resulted in subsidences of the ground surface. Although not a threat, potential imbalances in the local water quality exist.

2. Climate/Air Quality

San Jacinto is characterized by a mediterranean climate with warm, dry summers and mild winters. The average rainfall is 12.7 inches per year. High winds during the winter are not uncommon.

The Planning Area is part of the South Coast Air Basin (SCAB) and is at times adversely impacted by polluted air trapped by an inversion layer. Wind conditions and temperature variations result in the air quality being better at night and during the winter months than during summer days. San Jacinto is included within the South Coast Air Quality Management District and Southern California Association of Governments "Air Quality Management Plan".

3. Energy Conservation

Conservation of energy is a high priority in San Jacinto and can be achieved on three levels. One, incorporation of energy conserving features in new construction; two, installation of energy conserving features into existing structures; and three, residents practicing energy conserving measures. A variety of programs offered through both the public and private sector provide assistance to builders, property owners and consumers using energy conserving measures.

4. Soils/Agriculture

Essentially all of the soils within the San Jacinto Valley are classified as prime agricultural soils. Despite the suitability of soils in the San Jacinto area for agriculture, the amount of urbanization in the community, the high cost of water, and the present pressures for additional development severely constrain the viability of agriculture as a dominant use.

5. Mineral Resources

Sand, gravel, rock and granite are mined in the San Jacinto area. The most significant mineral extraction operation in the area is the Quandt Borrow Pit located on a 160-acre site in the northern portion of the City of San Jacinto.

6. Plants/Animals

The Planning Area consists of three habitat zones which correspond roughly with the area's topography. These include the chemise chaparral of the hillsides, a habitat rich with native plants and animals; the incorporated area of San Jacinto, which is heavily impacted by human activity; and the riparian community along the San Jacinto River, which is generally in poor condition exhibiting low plant diversity. No designated rare or endangered species are known to inhabit the chaparral or riparian communities. Stephen's Kangaroo Rat, a state designated rare species, still lives in some flat open areas of the San Jacinto Valley; however, urbanization in San Jacinto has destroyed habitat areas within the incorporated portion of the community.

C. Goals

The preservation, restoration, protection, conservation, and enhancement, where feasible, of all natural resources within the City of San Jacinto.

D. Policies/Implementation Program

1. Water Resources

a. Policies

- Protect areas capable of replenishing groundwater supply.

- Facilitate retention of natural drainage of the area.

- Encourage and promote programs to conserve water.

b. Implementation

- Cluster development in areas suitable for groundwater replenishment to promote infiltration and maintenance of open space.

- Restrictive use of impermeable surfaces and creation of structures to retain precipitation and runoff on-site should be considered and integrated into the design of the development where appropriate. Grading and monitoring of such shall be done in a manner that ensures erosion will not be accelerated.

- Promote water conservation techniques in new construction through plan checks which examine the use of techniques including, but not limited to:

  - low flush toilets

  - flow restrictors in showers

  - planting drought resistant, low maintenance vegetation

2. Climate/Air Quality

   a. Policies

      - Minimize the generation of air pollutants from projected growth within the City.

      - Organize land uses to encourage the use of modes of transportation other than the automobile.

      - Minimize public health hazards due to air pollution.

      - Promote the growth of clean industry which does not increase air pollution.

   b. Implementation Program

      - Institute Transportation System Management (TSM) measures to reduce vehicular exhaust emissions.

      - Encourage and promote citizen awareness and participation in clean air programs.

      - New land uses should encourage the use of non-motorized travel.

      - Promote land uses that reduce travel distance of trip generation.

      - Adequate street and signal systems should be installed to create efficient traffic flow and result in less emissions.

3. Energy Conservation

   a. Policies

      - Encourage efficient use of energy resources

      - Promote alternative energy sources where feasible.

b. Implementation Program

- Through the General Plan, the City shall encourage the development of a land use pattern which achieves maximum efficient use of the embodied energy investment represented by public facilities such as streets, water, sewage and drainage systems, and which reduce operational energy requirements.

- Fully utilize the residential conservation programs offered by local utilities.

- The energy efficiency of existing residential structures shall be increased through public education and financial assistance to low-and-moderate-income families.

- Clustering of residential structures shall be encouraged consistent with policies contained in the Land Use Element of the General Plan.

4. Soils/Agriculture

a. Policies

- Encourage the retention of agriculture as an interim use.

- Erosion control measures described in the "Hazards Management Element" shall be closely adhered to.

b. Implementation Program

- Existing agricultural uses, in particular row crops in the southeastern portion of the City and dairies in the northwest portion of the planning area, shall be permitted to remain at the owner's prerogative. Transition of agricultural uses to more urbanized uses is expected and is consistent with City objectives for the future.

- Areas within agricultural preserves shall be given a lower priority for development than areas which are not in such preserves.

5. Mineral Resources

a. Policies

- Promote standards to ensure mining operations will not create significant nuisances, hazards, or environmental damage.

- Encourage reclamation of mined lands.

b. Implementation Program

- Areas actively used for mineral extraction shall be subject to specific standards for mining, compatibility with adjacent uses, and reclamation.

- Future mining operations must secure a special use permit.

- Mining operations shall be monitored to ensure they comply with local mining regulations.

- Reclamation of the Quandt Borrow Pit for recreation purposes shall be considered at such time when the mining operation at this site no longer proves viable.

6. Plants/Animals

a. Policies

- Encourage preservation of native vegetation and natural habitat areas to the greatest extent possible.

b. Implementation Program

- Preserve and maintain native vegetation, in particular Fremont Cottonwood trees, along the San Jacinto River.

    - All potential development proposals within the "Hillside Management Area" shall include a flora/fauna study which includes specific recommendations for the preservation of natural habitat areas. The recommendations of such reports shall be made conditions of approval for the subject development.

Aesthetic, Cultural and Recreational Resource Element

Aesthetic, Cultural
and Recreational
Resource Element

AESTHETICS, CULTURAL, AND RECREATIONAL RESOURCES ELEMENT

A. INTRODUCTION

The Aesthetics, Cultural, and Recreational Resources Element is concerned with the historical, educational, recreational, and aesthetical environment of the planning area. This Element examines the existing resources and evaluates and establishes future management policies. These policies focus on the enhancement, preservation and protection of the resources.

B. ISSUES

This section of the Aesthetics, Cultural, and Recreational Resources Element identifies the various issues for which the General Plan sets policies.

1. Recreational Facilities

The four public parks available to San Jacinto residents comprise about 40 acres and are maintained by the City of San Jacinto and Valley Wide Park & Recreation District. An additional dedication of land in the vicinity of the Quandt Borrow Pit will eventually be developed for recreation use.

2. Open Space

Agricultural and undeveloped land in the San Jacinto planning area comprises 3,145 acres and includes environmentally sensitive mountainous areas north of the City.

3. Educational Facilities

The educational facilities in the San Jacinto area are operated by the San Jacinto Unified School District. Six schools are located in the City; consisting of one high school, one junior high school, two elementary schools, one continuation school, and one parochial school.

4. Historic Preservation/Sites

San Jacinto, being the oldest incorporated community in Riverside County contains many early 20th Century homes, including a number of Victorian houses and California bungalows. In addition, the City contains several late 19th and early 20th century commercial structures in the downtown area.

The historic 1,600 mile route of the 1777 De Anza Expedition passes through San Jacinto. This trail is currently being considered for incorporation in the National Historical Trail System. If approved, markings will be placed along the entire 1,600 mile route and the trail will become a part of a register of national historic trails.

5. Cultural Activities

The annual outdoor Ramona Pageant is a longstanding tradition and a source of pride for the San Jacinto community. In addition, the City supports a variety of cultural events.

6. Hillside Preservation

Hillside areas of the San Jacinto community are a unique resource to be carefully protected. The adoption of a hillside ordinance and open space land use policy will ensure protection of the mountain areas.

7. Scenic Resources

The rural setting of San Jacinto, in addition to the City's location at the base of the San Jacinto Mountains, provides an aesthetically pleasing environment with views of the mountains available from many locales. The tree-lined streets of the community also enhance the aesthetic atmosphere of the planning area.

C. GOALS

Enrichment of the community by increasing the availability and usefulness of the City's aesthetic, cultural, and recreational resources.

D. POLICIES/IMPLEMENTATION PROGRAM

1. Recreational Facilities

a. Policies

- Acquire, maintain and operate park and recreation facilities which meet the needs of the existing and projected populations.

b. Implementation Program

- Actively pursue all funding sources for parkland acquisition and maintenance.

- Budget City revenues to provide adequate maintenance and expansion of park and recreational facilities. Generally three (3) acres of Park area should be provided per each 1000 people.

2. Open Space

a. Policies

- Protect open space areas.

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b. Implementation Program

- Funding sources (which include private sector financing) shall be sought to acquire and preserve open space areas.

- Adopt a hillside management ordinance which protects the mountainous areas of the community. Give special consideration to environmentally sensitive zones such as the mountainous areas north of the City.

3. Educational Facilities

a. Policies

- Expand the library system to meet future needs.

b. Implementation Program

- Pursue supplemental funding sources (including private support) to allow expansion of the library system as needed.

- Seek SJHS plan in Land Use Element

4. Historic Preservation

a. Policies

- Identify and preserve historic structures where feasible.

- Identify and make information available concerning unique historical events in San Jacinto.

b. Implementation Program

- Seek funding sources (which may include joint public/private financing) to assist historic preservation; special consideration shall be given to the downtown area.

- Seek funding sources to support research of San Jacinto historical events.

5. Cultural Activities

a. Policies

- Promote and support cultural activities in the community.

b. Implementation Program

- Seek funding sources to support the arts and cultural events in the planning area.

6. Hillside Preservation

a. Policies

- Protect the sensitive hillside areas of the San Jacinto community.

b. Implementation Program

- Adopt a hillside ordinance aimed at preservation of this resource.

7. Scenic Resources

a. Policies

- Protect, enhance and maintain community assets such as the mountain views and tree-lined streets.

- Empahsize City entry points to enhance the City identity.

b. Implementation Program

- Create viewshed areas which designate those views which shall be left unobscured.

- Seek sufficient City funds to maintain community trees which enhance the street view.

- Create special design criteria and standards for City entry points and enforce these standards where feasible.

- Architectural standards encouraging deep frontages of live landscaping and unique building elevations should be established along the commercial and industrial corridors. The County of Riverside and City of Hemet should be strongly urged to adopt similar standards.

EXHIBIT "A"

GENERAL PLAN - AESTHETIC, CULTURAL, AND RECREATION RESOURCES

Proposed park sites should be located based upon the following criteria:

* close proximity to residential units
* adjacent to proposed bikeways or existing aqueducts
* adjacent to or close proximity to proposed schools
* spaced in such a manner as to minimize the need for busing
* accessibility
* utilization of fault hazard zones

The City shall adopt specific park development standard in order to officially determine which park and or recreation amenities are included in the ratio of parkland to population.

Park sites shown on the Land use Element of the General Plan are not intended to be specific locations and can be relocated within the subplanning area as dictated by development.

AC-5

CIRCULATION ELEMENT

The Circulation Element describes the general location and extent of the future circulation required to satisfy travel demand based upon and correlated with existing and anticipated land use.

Issues

Discussion with City Staff and field reviews have identified potential problem areas to be addressed in the General Plan. These represent preliminary findings and are not necessarily the only circulation factors to be considered in the study. These factors, along with others that may become apparent, will be examined and considered in the development of a Circulation Element for the General Plan. The potential problems are described in the following paragraphs.

Traffic circulation in the downtown area (Main Street) is a problem due to many factors. The five leg intersection of Main Street, San Jacinto Street and Ramona Boulevard presents traffic control and safety problems. Angle parking on Main Street also results in traffic operational and safety problems and is related to a need for parking for the commercial area.

The overall development of the arterial system is hampered with limited right-of-way. This has resulted in the arterial system not being constructed to its planned width in some locations. There is also a lack of east-west arterials in the City and surrounding area. The east-west arterial system should consider the potential development in the entire valley.

Prior to mid 1991, there was insufficient transportation planning for the new area of the city. The Northwest area conceptual specific plan adopted by the City on Nov. 5, 1991, addresses specific circulation issues for that area.

The routing of State Route 79 through the City is also a concern. There are various alternative routings that can be considered and each has advantages and disadvantages. At present, the City, Riverside County and Cal Trans are studying relocating Route 79 to Sanderson Avenue the transition west to Warren Road.

Other potential problems include consistency of circulation plans among jurisdictions, angled intersections, access to arterials from adjacent property, traffic operations near major generators; narrow streets, off-street parking; and overall need for a usable circulation plan for the City.

Future Traffic Demands

Future travel demands are directly related to future land use. When changes are made in the type and/or intensity of land use, there is a resultant change in travel demands. Similarly, any modification to the circulation system has an impact upon land use. This relationship between land use and circulation is the most important concept in the Circulation Element of a General Plan. The City decision makers should include this concept in any discussions of land use and/or circulation system modifications.

Future land use data were utilized to estimate trip generation upon complete buildout of the General Plan. The study area was divided into 109 zones and the

daily trip generation estimated for each zone based upon the proposed land use. Trip generation estimates were also based upon the rates listed in Table 1. When these rates are applied to the proposed land uses in the undeveloped areas of the City, a total of 131,000 daily trip ends are estimated. Of this total, 51,700 are residential based, 65,300 are commercial based and 14,000 are industrial. Figure 1 illustrates the relationship between traffic generated by land uses both within the City and external to the City. Of the estimated 131,000 daily trips, 71,200 are expected to have origins or destinations outside of the City of San Jacinto.

As the land uses in the Northwest Plan have changed with the adoption of the Northwest specific plan, traffic trip generation was also estimated for the purposes of assigning street widths when there was a doubt, the street width was widened.

Estimated residential, commercial and industrial trips were assigned to a circulation system. This assignment was based upon the relationships in Figure 1 and regional land use patterns.

Figure 2 illustrates the resultant traffic assignment with future traffic combined with existing volumes. These values do not include any increases in through traffic due to development in adjacent areas. Due to the various assumptions required to develop these estimates, they are not precise values. These projections do indicate the magnitude of future traffic and provide a method of determining circulation system needs. Additionally, the volume noted in the Northwest Project area are now incorporated into the Northwest area plan which is adopted as a part of the General Plan.

The projected travel demands illustrated on Figure 2 provide a basis for developing a circulation system to serve the future needs. These volumes can be related to street classification systems which include various planning data. The recommended circulation system is described in this section.

Various methods of classifying circulation systems have been developed to assist in the planning and development of communities. The Riverside County Road Department has adopted road classifications which provide a basis for the proposed system. Table 2 lists the proposed classification system along with a general description of lane configuration and daily vehicle capacity data. These are from the recent update of the Riverside County system with some modifications.

A circulation system based upon the projected volumes and the classification data in Table 2 is illustrated on Figure 3. This system is based upon the current plan and previous decisions related to the development of the City. It is recommended that the City coordinate its circulation planning efforts with Riverside County and with the City of Hemet. There are some potential problem areas with the proposed plan which are discussed in the following section. The Northwest Plan includes its own circulation system which supersedes Figure 3.

In addition to the functional descriptions listed in Table 2, specific criteria for various street classifications have been developed and are summarized in Table 3. These criteria are recommended as design guidelines for the development of the City. Any deviation from these standards should be based upon a thorough analysis by a qualified traffic engineer and a review and approval by City staff.

The criteria are to assist in the development of a functional and safe circulation system. It is recognized that some of these criteria cannot be achieved in areas with existing development; however, they can serve as a goal for new development or redevelopment. The "Street-Design Criteria" in the City of San jacinto's "Standard Specifications for Public Works Construction" would need to be revised to conform with the criteria summarized in Table 3.

A specific concern is San Jacinto Avenue southerly of Seventh Street. Figure 5 indicates that it should be an urban arterial highway. Riverside County standards specify a 134 foot right-of-way for a six lane urban arterial highway. However, some portions of San Jacinto Avenue could not be built to a 134 foot right-of-way due to either existing or approved development. It is proposed that for the sections of San Jacinto Avenue where a 134 foot right-of-way is not feasible, a modified six lane roadway with a 110 foot right-of-way be built. Such a design would include a 14 foot wide raised median with two 12 foot lanes and one 14 foot lane on each side and 10 foot parkways.

It is anticipated that this modified roadway can only be constructed south of Esplanade. North of Esplanade, physical constraints prevent any right-of-way greater than 88 feet. In order to accomplish a logical and smooth transition in street widths, the curb to curb width between Esplanade and Commonwealth Avenue should remain 64 feet until the mobile home park on the west side is further developed.

Special Concerns

There are several areas of concern in the development of the circulation system for the City of San Jacinto which should be considered. some of these may require additional detailed studies while others are related to City development and operations policies. These special concerns are described in this section of the Circulation Element.

Downtown

The downtown area of San Jacinto was developed prior to the growth of auto travel and usage. As a result, the narrow streets, difficult intersections and parking are the major concerns. These concerns should be addressed in a comprehensive traffic and parking study of the downtown area. This study should include methods of improving traffic flow and recommend a parking program for the area.

Truck Routes

Trucks currently utilize streets throughout the City which impacts traffic operations and safety as well as the deterioration of the streets. A study should be undertaken to identify truck routes and an ordinance adopted to establish these routes. While any street can be utilized for deliveries, an ordinance would reduce the through truck traffic.

Highway 79

The City should participate with Riverside County and Cal Trans in the study for the possible relocation of Route 79 through the City. Relocation of this route to either State Street, Sanderson Avenue, or Warren Road would be beneficial to traffic operations in the downtown area and along San Jacinto Avenue.

Esplanade Avenue (Tanner Street) East of Hewitt Street

Although designated as a collector street, access to Esplanade Avenue should be limited to intersections only.

Traffic Control Devices

The installation of all traffic control devices should be based upon established warrants and professional analyses. Installation of traffic control devices in conformance with standards provides a safe road system and reduces potential liability on the part of the City.

Public Transportation

The Riverside Transit Agency currently provides bus service to the San Jacinto Area. As development of San Jacinto continues consideration should be given to expansion of this service. As a part of the development of the City, provisions for future bus service should be included. Items such as bus turnouts and bus shelters should be located with input from the transit agency. Increased use of bus transportation by residents of the City could result in reduced travel with the attendant benefits to energy consumption and air quality.

Northwest Area

The City has adopted a conceptual master plan for the Northwest Area of the City. This plan should be the guide for development in this area. The major points addressed in this plan are attached as Exhibit "A".

In addition, the City may desire to facilitate access to the Ramona Expressway for industrial or commercial uses. This can be accomplished by creating intersections that allow "right in" and "right out" only along with an additional acceleration and deceleration lane.

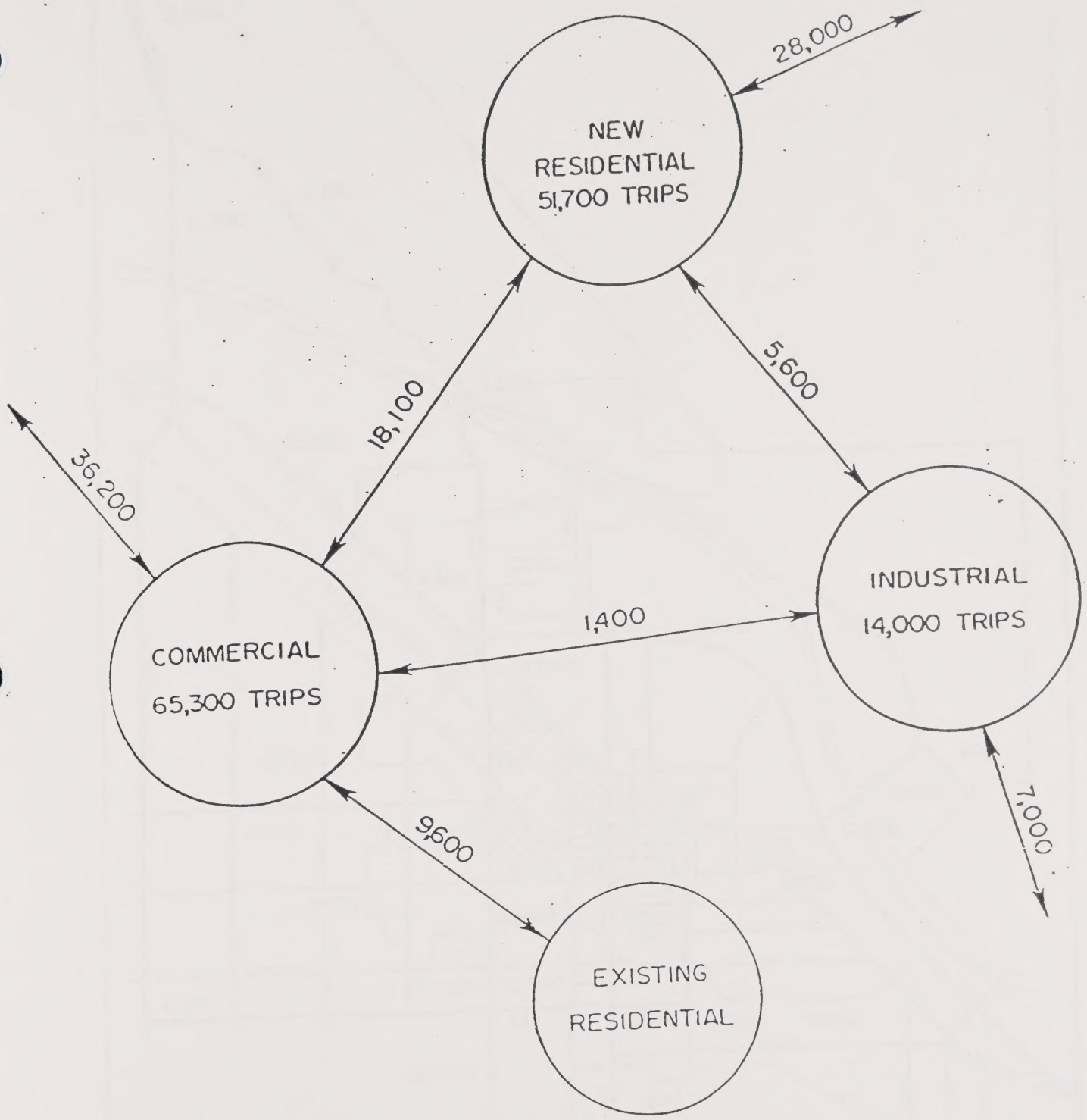
The intersections with the Ramona Expressway and Sanderson Avenue will be analyzed. The intersection of Sanderson Avenue and the Ramona Expressway will be the busiest intersection in the San Jacinto Valley. In order to keep the level of service of this intersection at C or better, consideration should be given to constructing an over-pass on one of the streets.

Table 1

TRIP GENERATION RATES

San Jacinto General Plan Circulation

LAND USE	DESCRIPTOR	DAILY TRIPS PER DESCRIPTOR
Rural Residential/Agriculture (0-3.0 DU/AC)	DU	10.0
Low Density Residential (3.1-6.0 DU/AC)	DU	10.0
Medium Density Residential (6.1-15.0 DU/AC)	DU	8.0
High Density Residential (15.1-25.0 DU/AC)	DU	8.0
Community Commercial	Acre	700
Downtown Commercial	Acre	500
Light Industrial	Acre	59.9



TRIP DISTRIBUTIONS

SAN JACINTO CIRCULATION PLAN

FIGURE 1

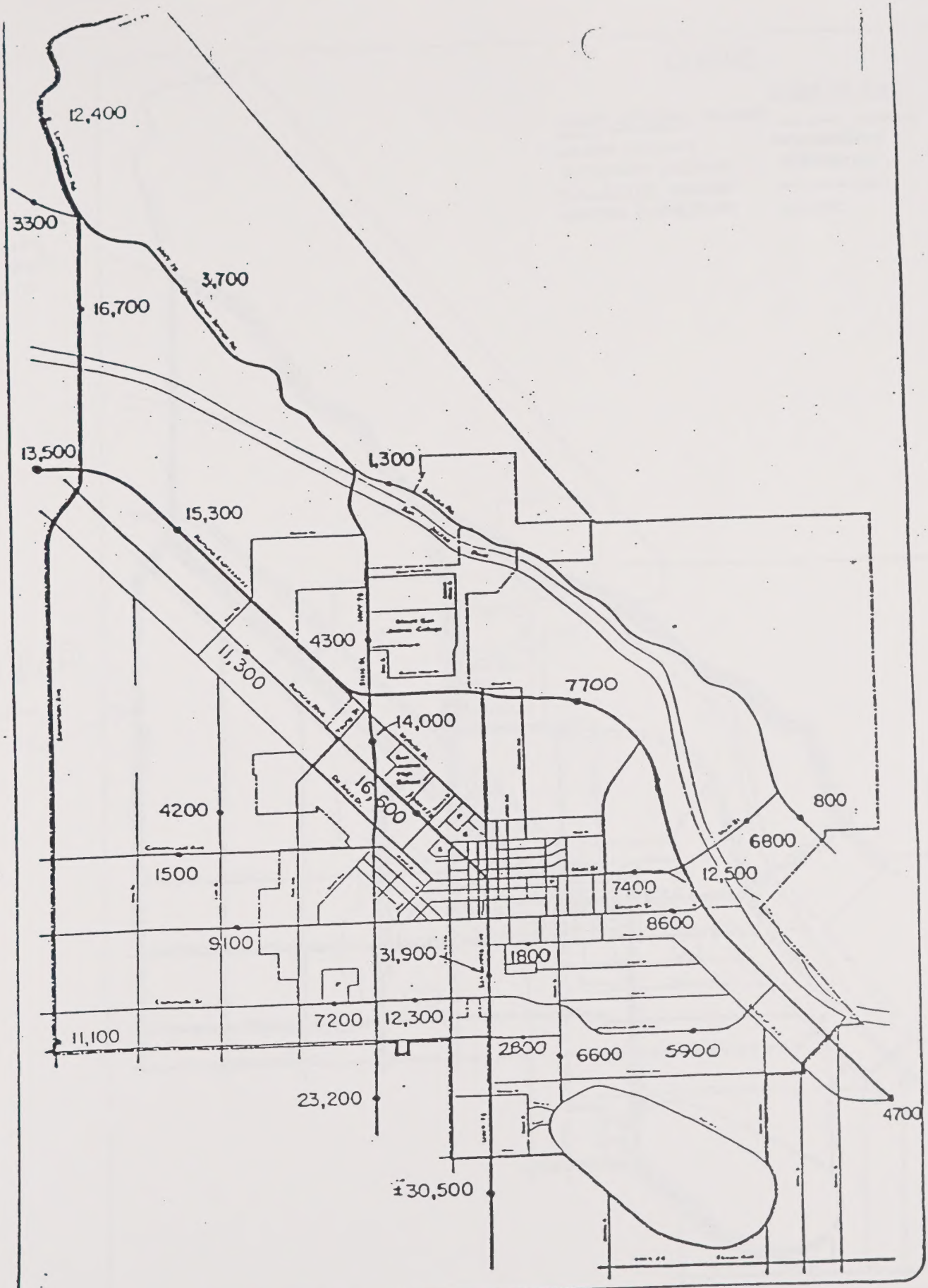


FIGURE 2

FUTURE DAILY TRAFFIC VOLUMES
(AT BUILD OUT)

CITY OF SAN JACINTO
GENERAL PLAN

north ↑

cba

STATE ST. NORTH OF EXPRESSWAY 36' ROW FOR STORM DRAIN LINE H

134' ROW

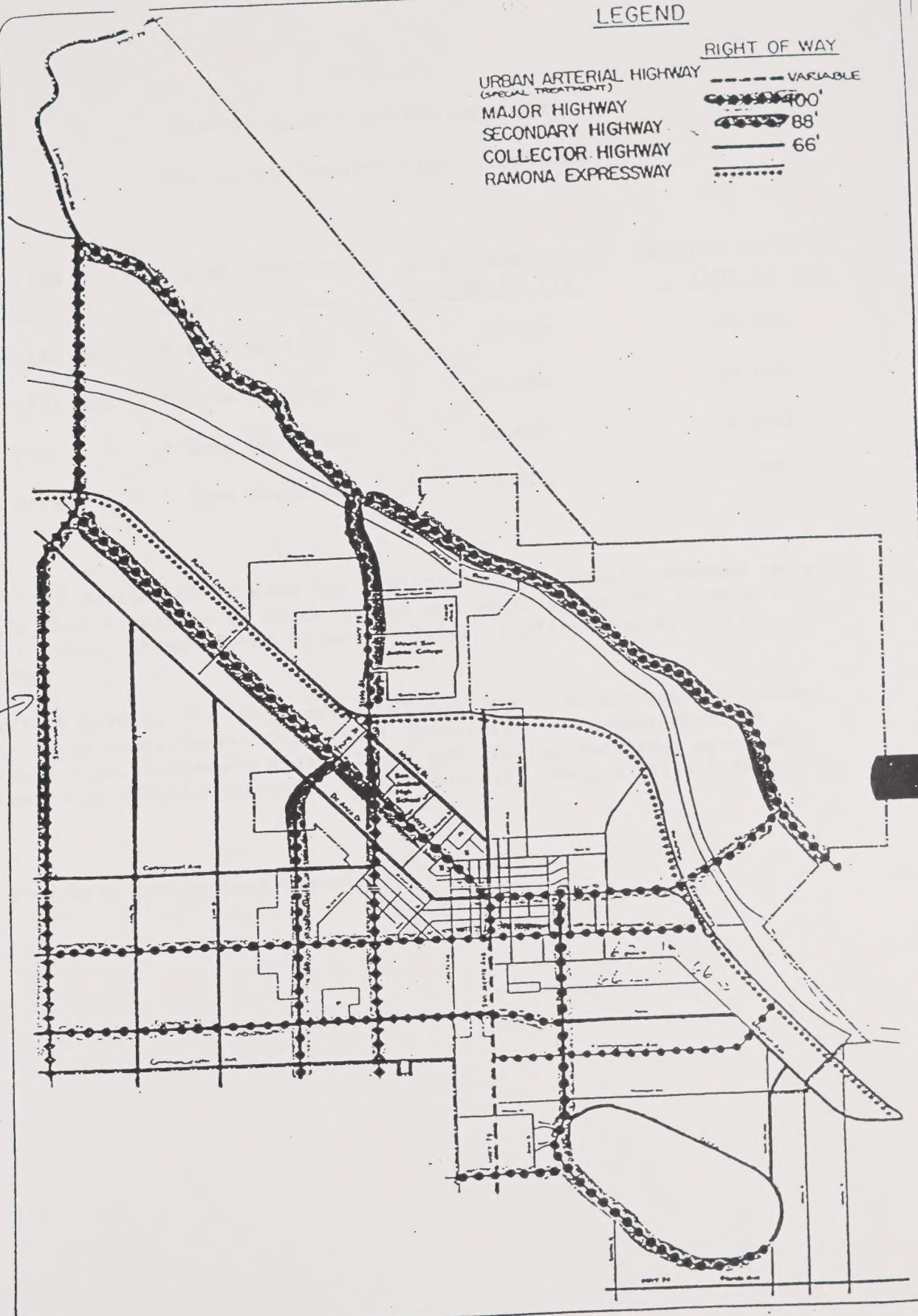


FIGURE 3

PROPOSED CIRCULATION SYSTEM

CITY OF SAN JACINTO
GENERAL PLAN

north ↑

cba



Table 2

ROADWAY CLASSIFICATION CAPACITIES

San Jacinto General Plan Circulation

CLASSIFICATION	LANE CONFIGURATION	DESIGN CAPACITY (LOS C) (1)	MAXIMUM CAPACITY (LOS E) (2)
Urban Arterial Hwy	6 Lane Divided	38,000	59,000
Major Arterial Hwy	4 Lane Divided	24,000	38,000
Secondary Hwy	4 Lane Undivided	20,000	30,000
Collector Street	2 Lane Undivided	12,000	18,000

(1) "Level of Service C" is used for analysis and evaluation, defined as a stable flow condition in which volume and density restrict freedom to select speed, change lanes or pass. Values indicate Average Daily Traffic.

(2) "Level of Service E". This value reflects the absolute maximum volume under ideal conditions. This level of service is characterized by unstable flow, extremely high volumes and limited operating speed with intermittent vehicle queuing. Values indicate Average Daily Traffic.

Riverside County Road Department

Table 3

MINIMUM STREET DESIGN STANDARDS

DESCRIPTION OF DESIGN CRITERIA	URBAN ARTERIAL HIGHWAY	MAJOR HIGHWAY	SECONDARY HIGHWAY	COLLECTOR STREET	LOCAL STREETS	CUL-DE-SAC STREET
Estimated 24-Hour Traffic Volume	38,000 59,000	20,000 24,000	12,000 20,000	500 12,000	500 Maximum	300 Maximum
Design Speed	60 MPH	55 MPH	50 MPH	35 MPH	25 MPH	25 MPH
Intersection Spacing	2600'	1200'	600'	300'	250'	--
Right-of-Way	134' (1)	100'	88'	66'	60'	56' Radius = 50'
Access to Adjoining Property	Intersection Only	Intersection Only	Avoid Where Possible	Avoid In Some Cases	OK	OK
Curb-to-Curb Width	110' (1) 22' Median	76' 12' Median	64'	44'	40'	36' Radius = 40'
Stopping Sight Distance (Summit & Sag)	475'	350'	275'	200'	160'	160'
Minimum Horizontal Radius	2000'	1800'	1200'	700'	550'	300'

(1) When a 134 foot right-of-way is not feasible because of prior physical restraints, a modified six lane section with a 110 foot right-of-way and 90 foot curb-to-curb width may be built instead.

IV. GENERAL PLAN - CIRCULATION ELEMENTS

Changes proposed to the Circulation Element through the implementation of the Northwest Area Plan include the realignment of Lyon Avenue, Potter Road (Lyon Avenue), DeAnza Drive, Ramona Boulevard and the addition of Jeffrey Avenue, Kirby Street continuing west of the San Jacinto Reservoir and Lyon Avenue continuing to Sanderson Avenue north of the Ramona Expressway. The Circulation Element also provides bikeways adjacent to street, existing aqueducts and are incorporated into the design of the flood control channel improvements. Bikeways are designed to link Mt. San jacinto College, Valleywide Regional park, San Jacinto River, proposed parks and schools to existing and proposed residential areas.

Several areas of the City have been developed and lack the necessary circulation for high levels of service. Where this situation occurs the implementation of a modified roadway may suffice. A Modified Secondary Highway shall be added to the circulation tools of the General Plan. This Modified Secondary Highway shall occupy a Collector Street Right of Way and allow backing onto the street. Lots fronting onto a Modified Secondary Highway will be required an additional 5' minimum front building setback.

The following minimum intersection spacing criteria shall apply to all areas within the City of San Jacinto to maximize levels of service for all streets:

* Urban Arterial and Special Designation Highways - 1/2 mile
* Major and Secondary Highways - 1,500 feet

The Northwest Area Plan has identified several environmental constraints which will effect the circulation and development potential of property. These primarily identified constraints include:

* Seismic zones as identified by the Alquist-Priolo Special Study Zone.

* Flooding and need for major flood control improvements.

The Northwest Area has several other constraints associated with the development of the study area including:

* Existing Metropolitan Water District Aqueduct pipelines
* San Jacinto Reservoir
* Existing diagonal streets

Based upon the information examined as it relates to future circulation needs of the Northwest Area, the following amendments are proposed to the Circulation Element of the General Plan:

* Chase Street/Ward Street - addition of Chase Street as

Collector Street (66' ROW) from DeAnza Drive northeasterly to Ramona Expressway; addition of Ward Street as Collector Street (66' ROW) from Ramona Expressway northwesterly to realigned Lyon Avenue

* Young Road - redesignate Young Road to Collector Street (66' ROW)

* Kirby Street - Modified Secondary (66' ROW) north of Jeffrey Avenue west of the San Jacinto Reservoir, and Secondary (88' ROW) north of Ramona Boulevard

* Jeffrey Avenue - Modified Secondary (66' ROW)

* DeAnza Drive - Secondary (88' ROW)

* Ramona Boulevard - Secondary (88' ROW) to Lyon Avenue and Urban Arterial (142' ROW) between Lyon and Sanderson Avenue

* Ramona Boulevard - realign Ramona Boulevard to intersection Sanderson Avenue at a 90 degree intersection located approximately one mile south of the Ramona Expressway

* Lyon Avenue - Major (110' ROW) to Ramona Boulevard and between the Ramona Expressway and REcord Road, Urban Arterial (142' ROW) between Ramona Boulevard and Ramona Expressway, and Secondary (88' ROW) between Record and Sanderson Avenue

* Lyon Avenue/Potter Road - realign Lyon Avenue, extend north/northwesterly to Sanderson Avenue, rename Potter Road to Lyon Avenue

* Cottonwood Avenue - Major (110' ROW)

* Ramona Expressway - Special Designation Urban Arterial (142' ROW)

Note: based on constraints and existing streets all intersections were not spaced as proposed within the Circulation Plan.

Bikeways will be incorporated into the design of the flood control channel improvements, or adjacent to the existing aqueducts where feasible. The remaining bikeways will be adjacent to streets.

Equestrian Trail systems will be incorporated into the design of certain flood control channel improvement where feasible.

CITY OF SAN JACINTO
CIRCULATION ELEMENT TRAFFIC STUDY
SAN JACINTO, CALIFORNIA
(REVISED)

Prepared for:

CITY OF SAN JACINTO
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Prepared by:

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July 14, 1992

JN:328-91-001

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CITY OF SAN JACINTO
CIRCULATION ELEMENT TRAFFIC STUDY
(REVISED)

I. INTRODUCTION AND SUMMARY

A. Purpose of Report and Study Objectives

The purpose of this traffic analysis is to provide buildout traffic projections based upon a cumulative analysis procedure with manually distributed traffic patterns. A recommended buildout transportation network has been identified as part of this report. The cumulative analysis procedure provides the areawide data base needed to address citywide traffic issues in terms of the orientation of routes and link capacity requirements.

The City of San Jacinto is currently analyzing long range roadway network requirements in support of an update to its Circulation Element. As one of the mandated elements of the General Plan, the Circulation Element sets forth the master plan for development of the circulation system, consistent with the Land Use Element.

The primary function of the Circulation Element is provide a planned, efficient, and safe roadway system to meet the needs of the Land Use Element. To achieve this, estimates of travel demand within the roadway system at buildout of the city must be made. Study area buildout traffic projections have been prepared for specific land uses currently under consideration within the City of San Jacinto and its sphere of influence. With this knowledge, the adequacy of the various roadway classifications can be determined.

The study area includes two major land developments currently under review and subject to final approval by the City of San Jacinto: the Northwest Improvement Project (3,300 acres) and Annexation 66 (6,400 acres). The majority of the future traffic in the study area will be generated from the Northwest Improvement Project and Annexation 66.

Study objectives include (1) documentation of existing traffic conditions in the study area; (2) evaluation of long range traffic conditions for the future development; and (3) determination of the ultimate circulation system needed to achieve City of San Jacinto level of service requirements.

Existing conditions are based upon recent traffic counts and roadway conditions which exist in 1992. Buildout conditions represent the full development within the study area including the Northwest Improvement Plan, Annexation 66, and the full buildout of the remainder of the study area as depicted in the City's General Plan and zoning.

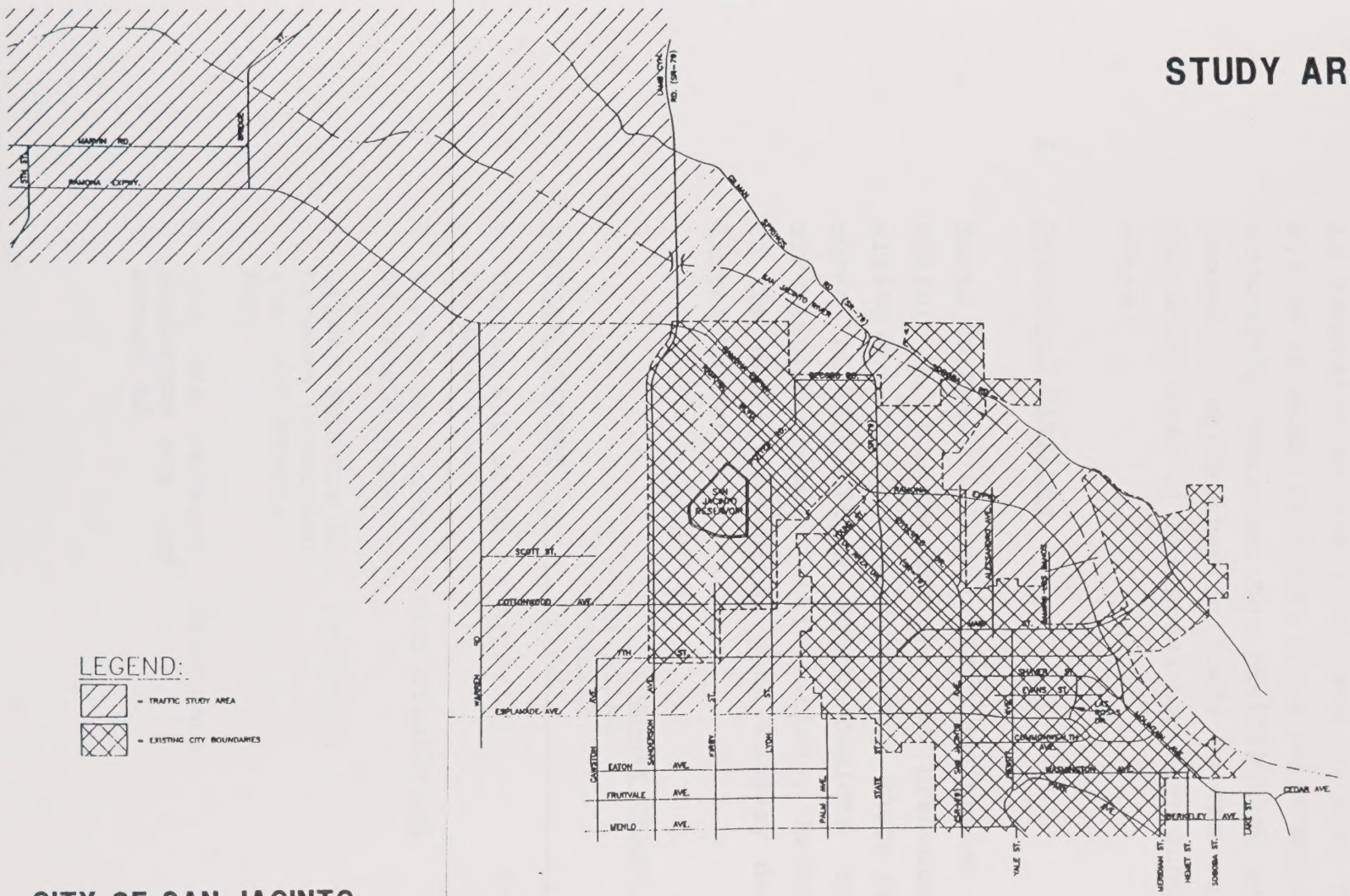
B. Executive Summary

1. Study Area

Exhibit A illustrates the traffic analysis study area roughly bounded by Gilman Springs Road to the north, Florida Avenue (SR-74) and Menlo Avenue to the south, Soboba Road to the east and Warren Road to the west.

The study area includes the land uses listed in Table 1 in Section 3 of this report.

STUDY AREA



CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

EXHIBIT A

Robert Kahn, John Kain & Associates, Inc.

Exhibit B shows the traffic analysis zones (TAZ) used in this study. Each TAZ represents the area where traffic is generated by the land uses in that TAZ. The zone system is subdivided into areas which are small enough to accurately represent the distribution process and the manner in which traffic loads to the roadway network. The study area of the model has been subdivided into 59 zones.

2. Principal Findings

Based on the buildout traffic assignment illustrated on Exhibit L, recommendations are presented for roadway sizing and corridor requirements. These requirements are shown on Exhibit N which depicts the recommended circulation system classifications. Recommended changes to the existing general plan roadway designations are listed below:

	ROADWAY CLASSIFICATIONS	
ROADWAY SEGMENT	EXISTING GENERAL PLAN	RECOMMENDED PLAN
• Warren Rd. south of Ramona Expy.	Arterial	Urban Arterial
• Warren Rd. north of Ramona Expy.	Not Classified	Major
• Gilman Springs Rd. between Sanderson Ave. and Ramona Expy.	Secondary	Major
• Lyon Ave. between Sanderson Ave. and Record Rd.	Secondary	Major

• Lyon Ave. between Ramona Blvd. and De Anza Dr.	Urban Arterial	Major
• Ramona Expy. east of Chase St.	Expressway	Urban Arterial
• Ramona Blvd. between Sanderson Ave. and Lyon St.	Urban Arterial	Major
• De Anza Dr. between Lyon St. and State St.	Secondary	Collector
• San Jacinto Ave. between State St. and Ramona Expy.	Secondary	Collector
• San Jacinto Ave. between Ramona Expy. and Main St.	Not Classified	Collector
• San Jacinto Ave. south of Main St.	Urban Arterial	Major
• Alessandro Ave. between Ramona Expy. and Main St.	Not Classified	Collector
• Camino Los Banos between Ramona Expy. and 7th St.	Not Classified	Collector
• Shaver St. between Hewitt Ave. and Esplanade Ave.	Not Classified	Collector
• Evans St. between Hewitt Ave. and Shaver St.	Not Classified	Collector
• Sanderson Ave. south of Cottonwood Ave.	Major	Urban Arterial
• Kirby St. south of Cottonwood Ave.	Collector	Secondary

• Esplanade Ave. between Sanderson Ave. and Palm Ave.	Secondary	Major
• Esplanade Ave. between San Jacinto Ave. and Hewitt Ave.[1]	Secondary	Major
• Esplanade Ave. between Hewitt Ave. and Commonwealth Ave.[1]	Collector	Major
• Esplanade Ave. between Commonwealth Ave. and Ramona Expy.[1]	Secondary	Major

With the recommended circulation system classifications shown on Exhibit N, the resulting volume to capacity ratios for the roadway network have been determined and are illustrated on Exhibit O. As shown on Exhibit O, most roadways in the study area will operate better than Level of Service "C" (volume to capacity ratio = 0.80 or less) with the exception of portions of the Ramona Expressway, State Route 79, Lyon Street, State Street and Sanderson Avenue.

As illustrated on Exhibit M, the results of the buildout traffic assignment indicate that additional City roadway classifications are desirable. These are the inclusion of the Expressway and Urban Arterial cross-sections, as well as adjustments to the Arterial cross-section.

---

1 Changes have been made with the Rancho San Jacinto project.

The use of the Expressway cross-section is recommended for Ramona Expressway west of Sanderson Avenue. The utilization of this cross-section will provide enhanced capacity for roadway segments requiring roadway capacity in excess of that which can be provided by the standard County of Riverside Expressway cross-section.

To mitigate overloads on the Ramona Expressway and other key roadways where physical improvements beyond those recommended are not feasible, this analysis suggests that it may be necessary to (1) selectively reduce development intensities of planned land uses throughout the study area, especially in the large commercial areas and/or (2) implement Travel Demand Management (TDM) and Urban design features which reduce peak hour trip activity, increase vehicle occupancy levels, and encourage alternative transportation modes.

Urban design encompasses a range of activities and actions: the establishment of zoning and subdivision policies governing types and distribution of land uses and densities, the planning of neighborhoods and patterns of streets and blocks, the siting and massing of buildings, and the detailed design of streetscapes. It entails planning for all modes of travel, public and private, alone and in groups, by machine and by foot. TDM measures include adopting strategies that influence travel behavior -- encouraging carpooling, sharing required parking, reducing rather than increasing parking requirements where public transit is an option, staggering work schedules, and providing employment opportunities near or, via telecommunication, within the homes of workers.

In the previous Sunrise Ranch Traffic Study by ROBERT KAHN, JOHN KAIN & ASSOCIATES, INC. (October, 1991) an additional north/south connection parallel to Sanderson Avenue to the Ramona Expressway was evaluated. The purpose of this additional roadway connection was to specifically reduce traffic impacts at the intersection of Sanderson Avenue and the Ramona Expressway. This alternative was not evaluated in this analysis but is a viable option.

The traffic signals required within the study area at buildout should specifically include an interconnect of the signals to function in a coordinated system.

To accommodate future bus service on key roadways, transit stops should be anticipated at the far side of major intersections. Pedestrian access to the bus stops should be provided. Exhibit P shows the recommended bus turnout design features.

New land use developments within the study area should participate in the phased construction of traffic signals as required within the study area through payment of established fees or installation of traffic signals when warranted based upon traffic analysis of development phases.

To ensure that roadway improvements are provided in conjunction with each development phase, the following development monitoring requirements should be enforced throughout the study area:

a. Traffic impact study reports shall be required with submittal of each tentative tract map or plot plan for projects which may significantly impact the existing roadway network based upon City and County criteria.

b. The required format for each traffic impact study report will be determined by the City of San Jacinto. The required format will include evaluation of peak hour conditions at intersections significantly impacted by each phase of development.

c. If an impacted intersection is estimated to exceed City service level standards, then appropriate link and intersection improvements shall be required to be presented for City staff review.

d. The improvements needed to maintain the City service level standards will be required to be in place prior to occupancy of the relevant development phase. Improvements which are included in an adopted fee program will be provided by the fee program mechanism if funds are currently available. If funds are not available to meet the circulation improvement needs at any particular development phase, then the project proponent will either provide the off-site improvements directly (with assurance of future reimbursement or credits if a relevant fee program is in place), or the development must await other sources of implementation.

II. EXISTING CONDITIONS

A. Study Area

1. Roadway Inventory

Roadways in the study area are listed below and depicted on Exhibit C. In the study area, the following roadway conditions exist.

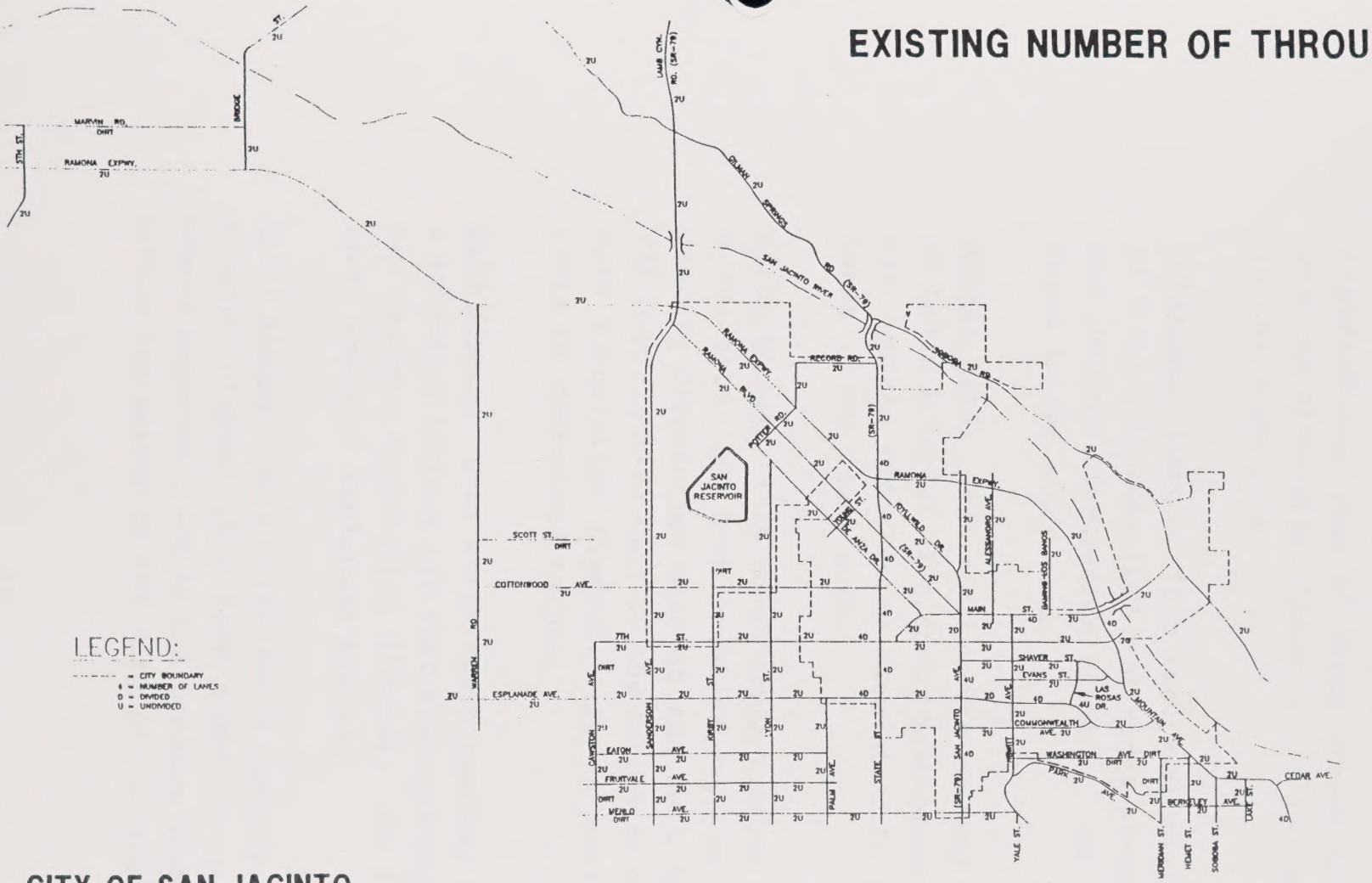
Sanderson Avenue: This north/south roadway is classified as an Urban Arterial (134 foot right-of-way) on the City of San Jacinto Circulation Element. It is currently two lanes in the study area.

Lyon Avenue: This north/south roadway is classified as a Major highway (100 foot right-of-way) south of De Anza Drive and as an Urban Arterial (134 foot right-of-way) between De Anza Drive and the Ramona Expressway on the City of San Jacinto Circulation Element. It is currently two lanes south of De Anza Drive.

Ramona Expressway: This generally east/west roadway is classified as a Specific Plan Roadway (142 foot right-of-way) on the City of San Jacinto Circulation Element. It is currently two lanes in the study area.

Ramona Boulevard: This generally east/west roadway is classified as an Urban Arterial (134 foot right-of-way) west of Lyon Avenue and as a Secondary highway (88 foot right-of-way) east of Lyon Avenue on the City of San Jacinto Circulation Element. It is currently two lanes between Sanderson Avenue and San Jacinto Avenue.

EXISTING NUMBER OF THROUGH LANES



north

SCALE: 1"=5000'

CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

EXHIBIT C

Robert Kahn, John Kain & Associates, Inc.

De Anza Drive: This generally east/west roadway is classified as a Secondary highway (88 foot right-of-way) west of State Street and as a Collector highway (66 foot right-of-way) east of State Street on the City of San Jacinto Circulation Element. It is currently two lanes in the study area.

Cottonwood Avenue: This east/west roadway is classified as a Major highway (100 foot right-of-way) on the City of San Jacinto Circulation Element. It is currently two lanes in the study area.

Warren Road: This north/south roadway is classified as an Urban Arterial (134 foot right-of-way) on the City of San Jacinto Circulation Element. It is currently two lanes in the study area.

Kirby Street: This north/south roadway is classified as a Collector (66 foot right-of-way) on the City of San Jacinto Circulation Element and as a Secondary highway (88 foot right-of-way) on the County of Riverside General Plan Circulation Element. It is currently two lanes south of Cottonwood Avenue.

Palm Avenue: This north/south roadway is classified as a Secondary highway (88 foot right-of-way) on the City of San Jacinto Circulation Element. It is currently two lanes south of Esplanade Avenue.

State Street: This north/south roadway is classified as a Major highway (100 foot right-of-way) south of the Ramona Expressway and as a Secondary highway north of the Ramona Expressway on the City of San Jacinto Circulation

Element. It is currently two to four lanes in the study area.

San Jacinto Avenue: This north/south roadway is classified as a Collector highway (66 foot right-of-way) north of Main Street and as a Secondary highway (88 foot right-of-way) between Main Street and Seventh Street and as an Urban Arterial highway south of Seventh Street on the City of San Jacinto Circulation Element. It is currently two to four lanes in the study area.

Hewitt Avenue: This north/south roadway is classified as a Secondary Highway (88 foot right-of-way) on the City of San Jacinto Circulation Element. It is currently two lanes in the study area.

7th Street: This east/west roadway is classified as a Secondary highway (88 foot right-of-way) on the City of San Jacinto Circulation Element. It is currently two to four lanes in the study area.

Esplanade Avenue: This east/west roadway is classified as a Major highway (100 foot right-of-way) between Lyon Avenue and the Ramona Expressway and as a Secondary highway (88 foot right-of-way) west of Lyon Avenue on the City of San Jacinto Circulation Element. It is currently two to four lanes in the study area.

Main Street: This east/west roadway is classified as a Secondary highway (88 foot right-of-way) east of San Jacinto Avenue and as a Collector highway west of San Jacinto Avenue on the City of San Jacinto Circulation

Element. It is currently two to four lanes in the study area.

Gilman Springs Road: This generally east/west roadway is classified as a Secondary highway (88 foot right-of-way) west of State Street on the City of San Jacinto Circulation Element. It is currently two lanes in the study area.

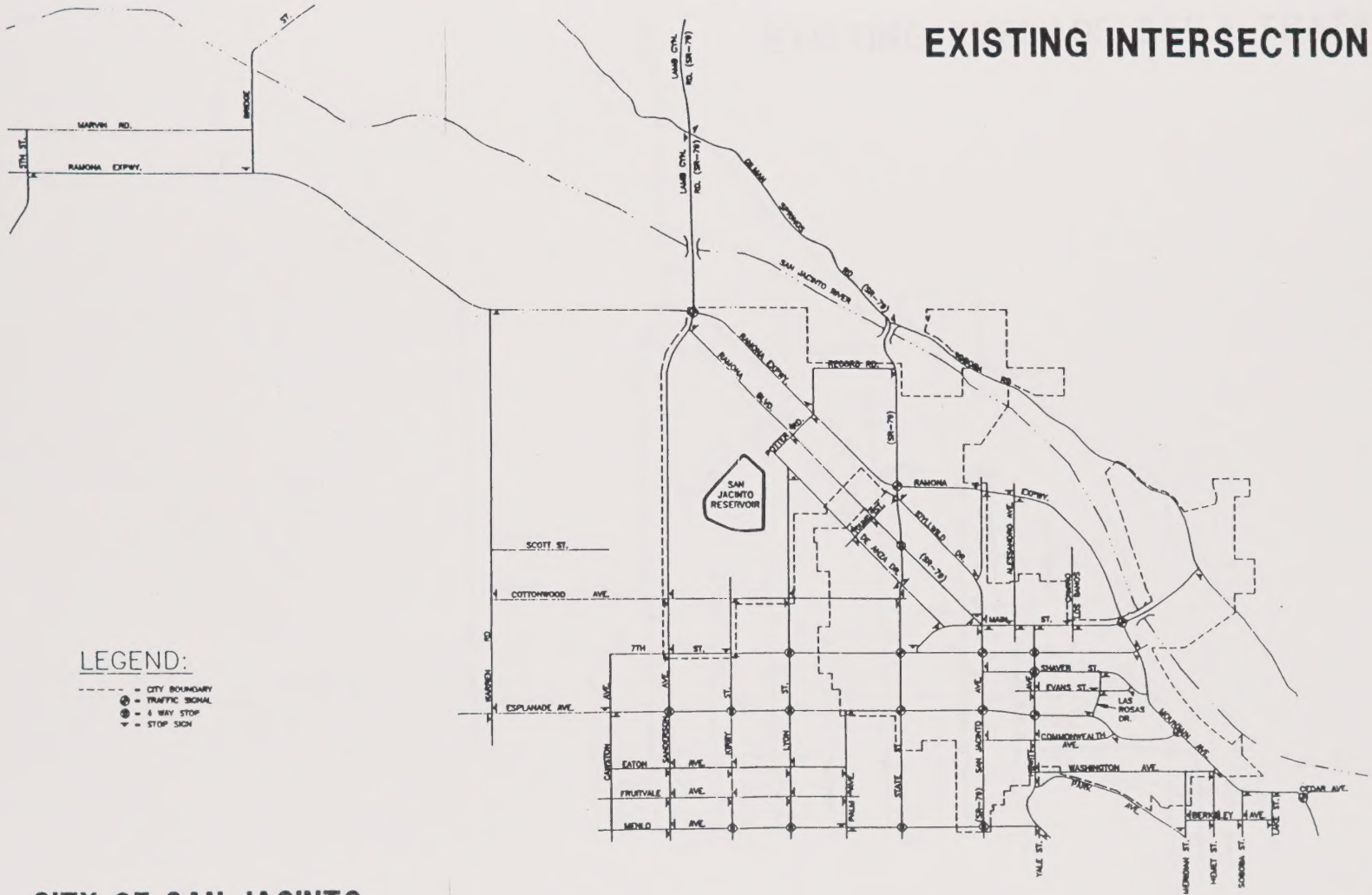
Soboba Road: This generally east/west roadway is classified as a Secondary highway (88 foot right-of-way) on the City of San Jacinto Circulation Element. It is currently two lanes in the study area.

To dimension the existing traffic conditions, roadway characteristics were documented in January, 1992. Exhibit C identifies the existing number of through travel lanes. Existing intersection controls are as illustrated on Exhibit D.

2. Traffic Volumes and Conditions

Existing average daily traffic (ADT) on arterial highways throughout the study area are shown on Exhibit E. Average daily traffic (ADT) volumes are based upon the latest traffic data collected by the County of Riverside Transportation Department, Traffic Division, Traffic Count Book dated 1990, the 1990 Traffic Volumes on California State Highways by Caltrans, the City of San Jacinto Traffic Census Report (February, 1991), counts made for the City of San Jacinto by Counts Unlimited (February, 1992), City of Hemet 1990 Traffic Flow Map and

EXISTING INTERSECTION CONTROLS



LEGEND:

- CITY BOUNDARY
- TRAFFIC SIGNAL
- 4 WAY STOP
- STOP SIGN

north

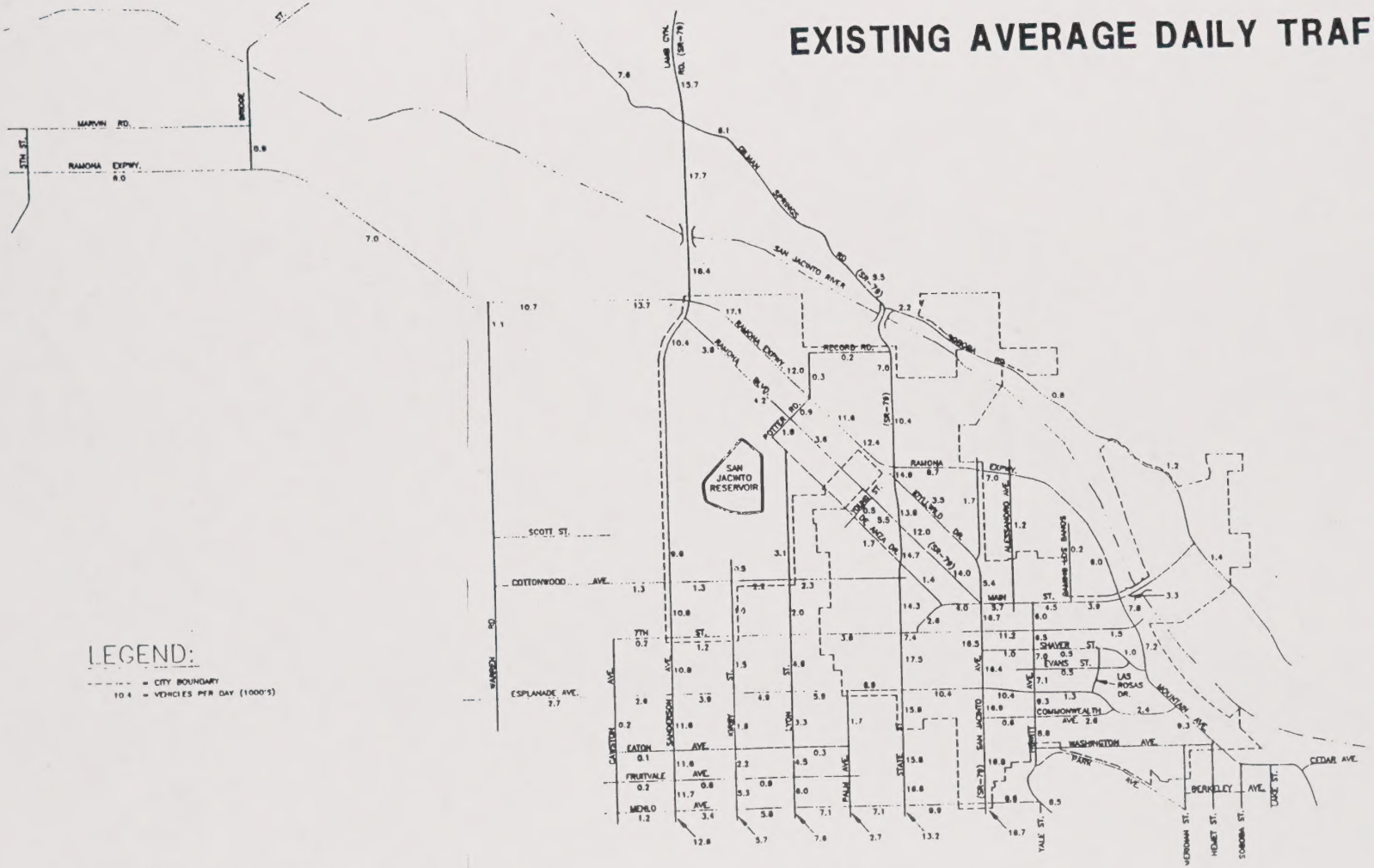
SCALE: 1"=5000'

CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

EXHIBIT D

Robert Kahn, John Kain & Associates, Inc.

EXISTING AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

- = CITY BOUNDARY
- 10.4 = VEHICLES PER DAY (1000'S)

north

SCALE: 1"=5000'

CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

EXHIBIT E

Robert Kahn, John Kain & Associates, Inc.

counts made for Robert Kahn, John Kain & Associates, Inc..

By dividing existing average daily traffic volumes by the daily roadway capacities listed below, existing daily volume to capacity ratios have been calculated. Existing volume to capacity ratios are shown on Exhibit F. Volume to capacity ratios are based on the County of Riverside maximum capacities listed below:

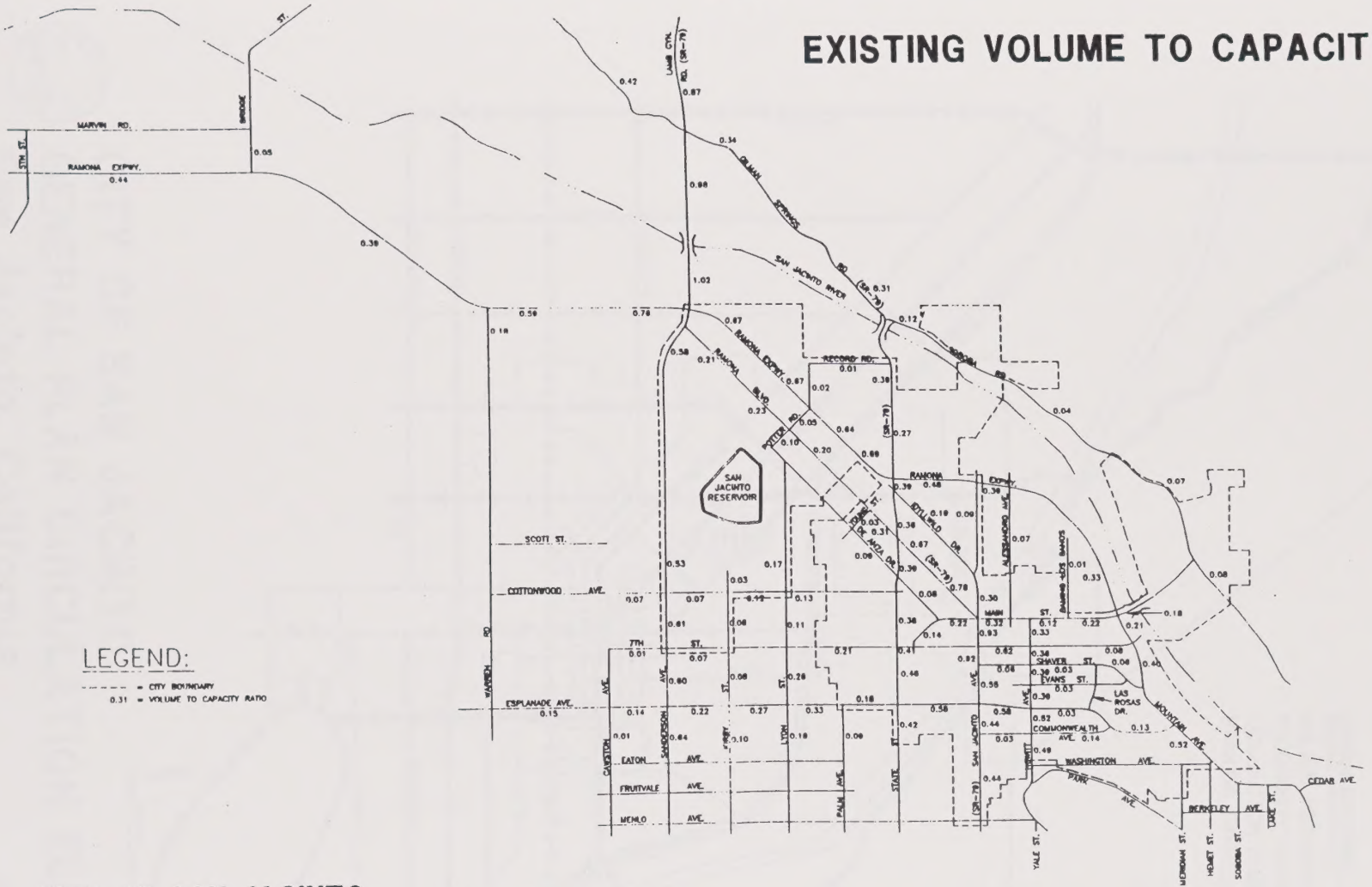
FACILITY	LANES	MAXIMUM CAPACITY (LOS = E)
Expressway	8	80,000
Urban Arterial	6	59,000
Arterial/Major	4	38,000
Secondary	4	30,000
Collector	2	18,000

An explanation of Level of Service (LOS) is included in Appendix "A".

B. Circulation Plans

Exhibit G shows the current City of San Jacinto Circulation Element (The Rancho San Jacinto project changes Esplanade Avenue and Commonwealth Avenue). The Northwest Area Plan for the City of San Jacinto supercedes the City's original circulation element for the affected area and is illustrated on Exhibit H. Exhibit I shows the Riverside County General Plan Circulation Element. This exhibit shows the nature and extent of arterial highways which are estimated to be needed to serve ultimate development, and serves to coordinate future

EXISTING VOLUME TO CAPACITY RATIOS



LEGEND:

- ----- = CITY BOUNDARY
- 0.31 = VOLUME TO CAPACITY RATIO

north

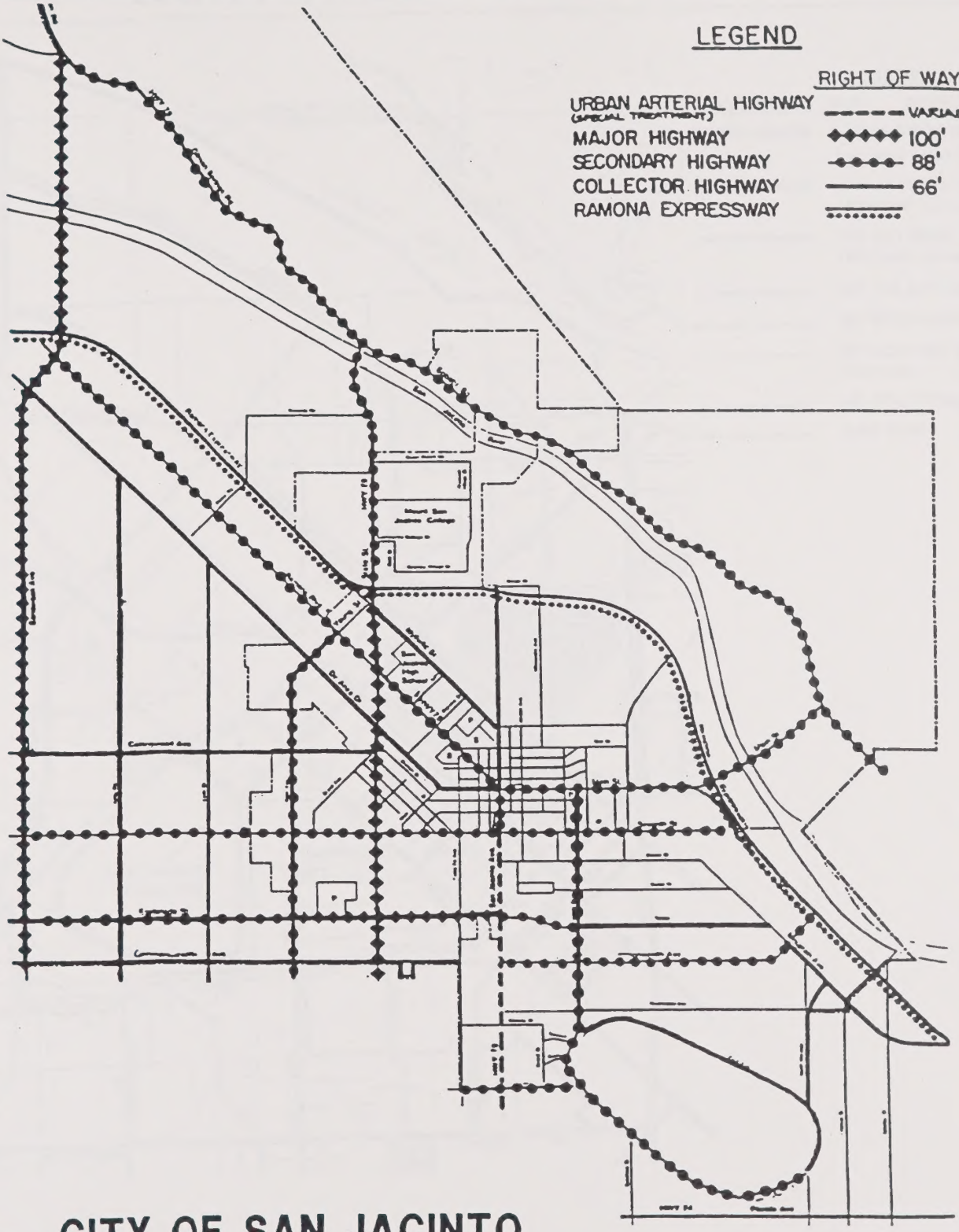
SCALE: 1"=5000'

CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

EXHIBIT F

Robert Kahn, John Kain & Associates, Inc.

CITY OF SAN JACINTO
CIRCULATION ELEMENT



north

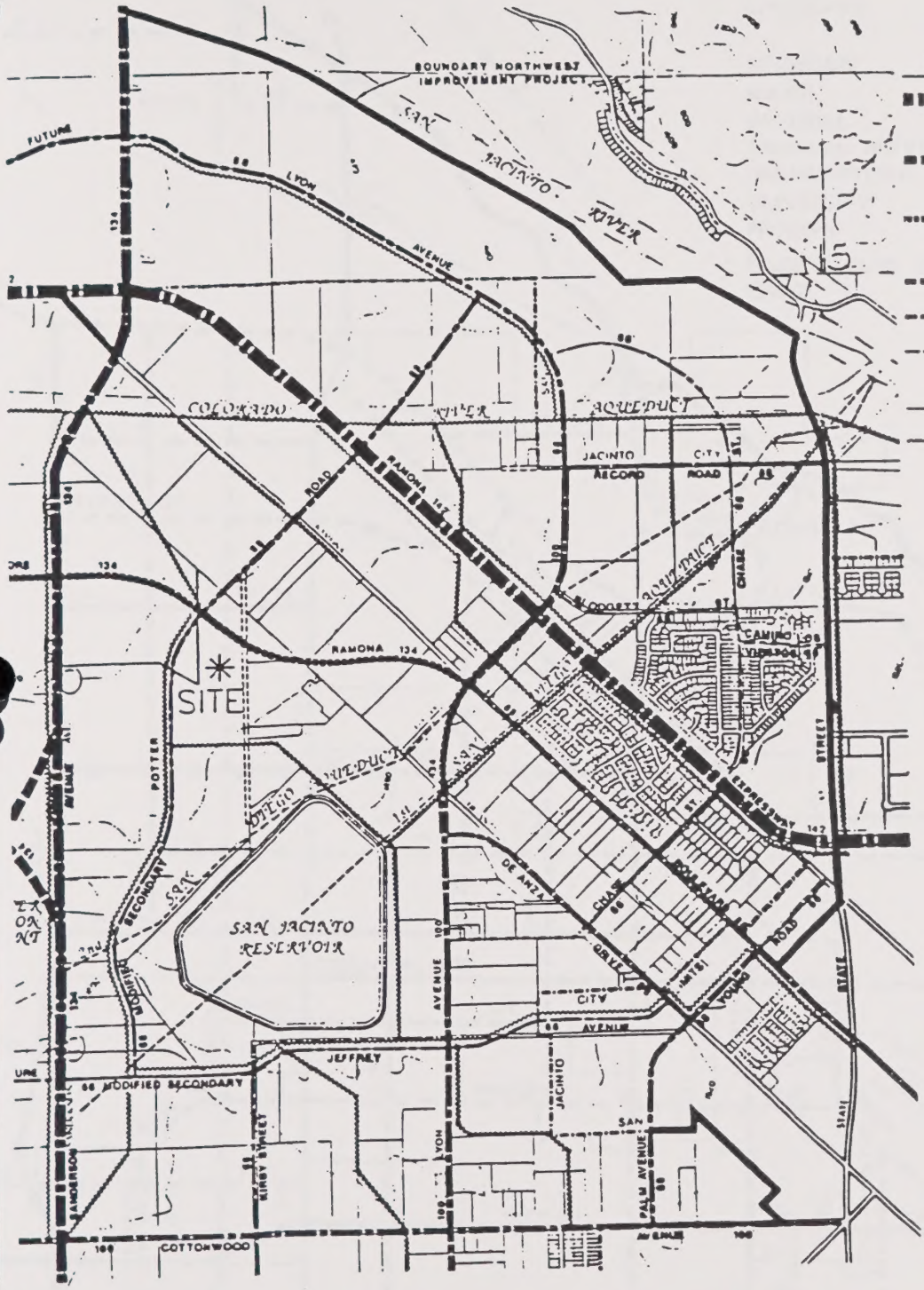
CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

EXHIBIT G

Robert Kahn, John Kain
& Associates, Inc.



CITY OF SAN JACINTO
NORTHWEST AREA PLAN



LEGEND

SYMBOL	R.W.	DESIGNATION
	142'	SPECIFIC PLAN ROAD (WITH SCENIC SETBACK AND BIKE PATH)
	134'	ARTERIAL (URBAN) HIGHWAY (WITH SCENIC SETBACK)
	134'	ARTERIAL (URBAN) HIGHWAY (WITH NO SCENIC SETBACK)
	100'	MAJOR HIGHWAY
	88'	SECONDARY HIGHWAY
	66'	MODIFIED SECONDARY HIGHWAY
	66'	COLLECTOR STREET
		BIKE PATH

north

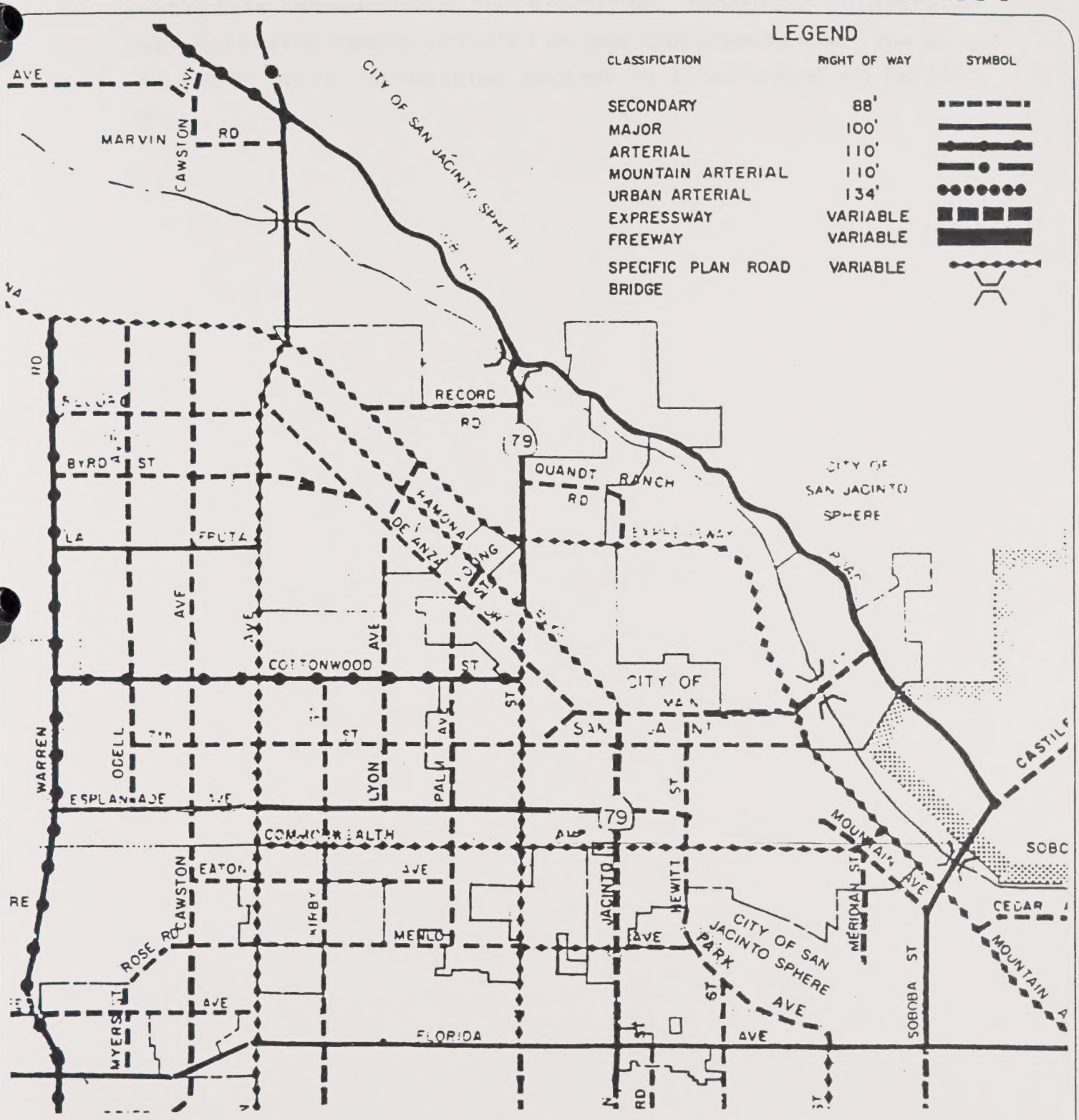
CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

EXHIBIT H

Robert Kahn, John Kain & Associates, Inc.



RIVERSIDE COUNTY
GENERAL PLAN CIRCULATION ELEMENT



CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

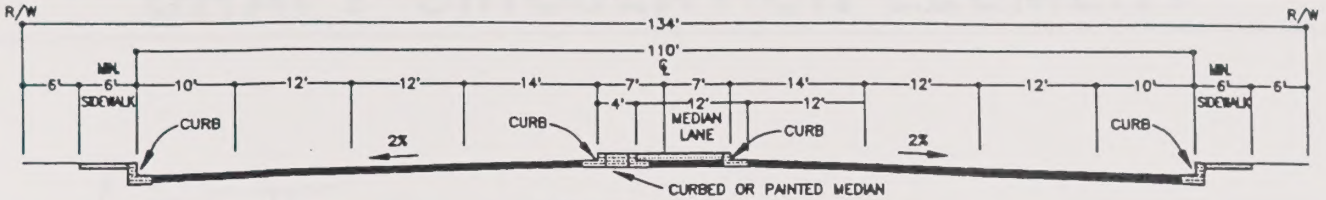
EXHIBIT I

Robert Kahn, John Kain & Associates, Inc.

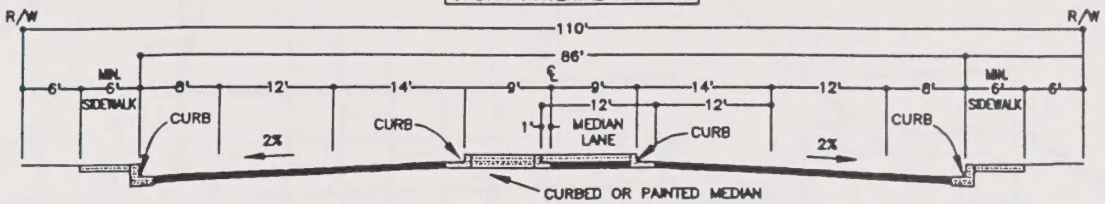


arterials between local jurisdictions. Exhibit J illustrates the Riverside County arterial street cross-sections. The City of Hemet Draft Circulation Element is illustrated on Exhibit K.

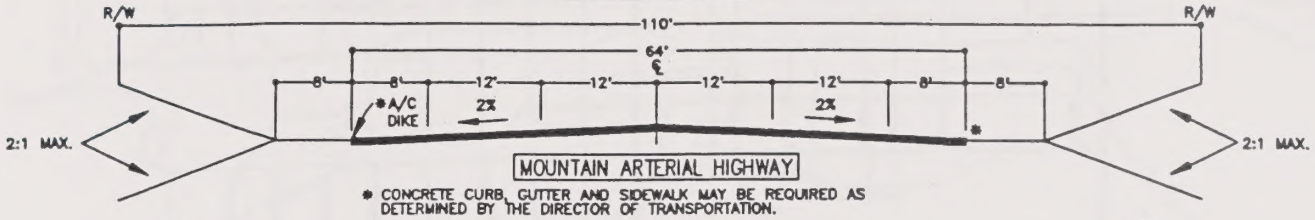
RIVERSIDE COUNTY
GENERAL PLAN ROADWAY CROSS-SECTIONS



URBAN ARTERIAL HIGHWAY

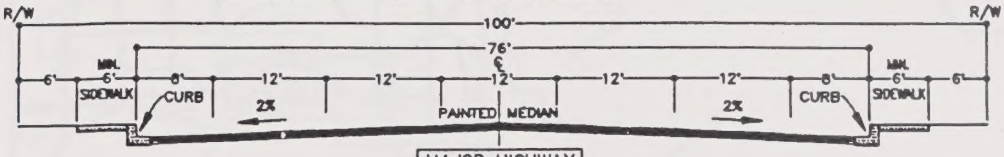


ARTERIAL HIGHWAY

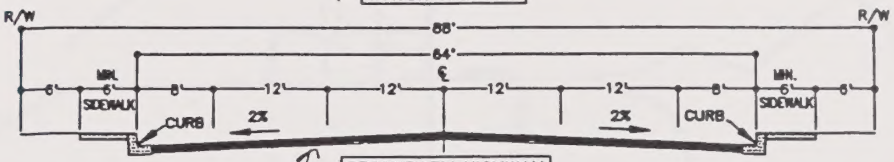


MOUNTAIN ARTERIAL HIGHWAY

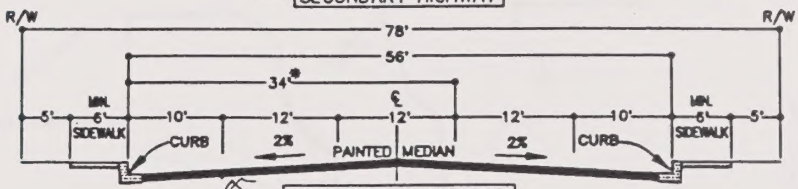
* CONCRETE CURB, GUTTER AND SIDEWALK MAY BE REQUIRED AS DETERMINED BY THE DIRECTOR OF TRANSPORTATION.



MAJOR HIGHWAY

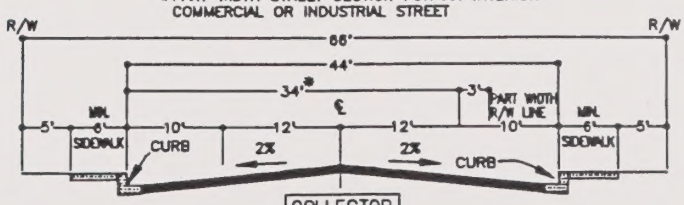


SECONDARY HIGHWAY



INDUSTRIAL COLLECTOR

*PART WIDTH STREET SECTION FOR AN INTERIOR COMMERCIAL OR INDUSTRIAL STREET



COLLECTOR

*PART WIDTH STREET SECTION FOR ALL COLLECTOR STREET – 34' IMPROVEMENTS ON 48' R/W

north

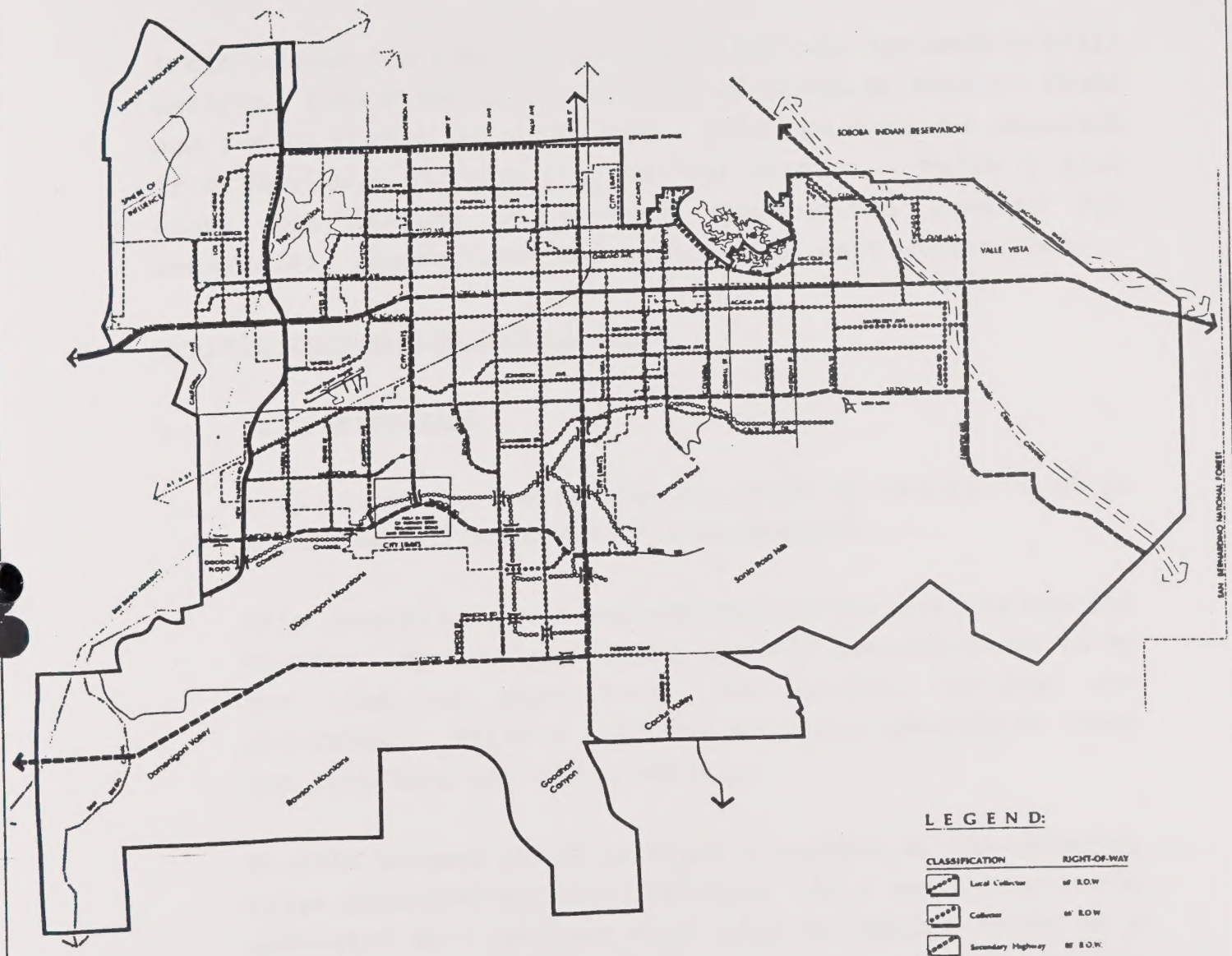
CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

EXHIBIT J

Robert Kahn, John Kain & Associates, Inc.



CITY OF HEMET
DRAFT CIRCULATION ELEMENT



LEGEND:

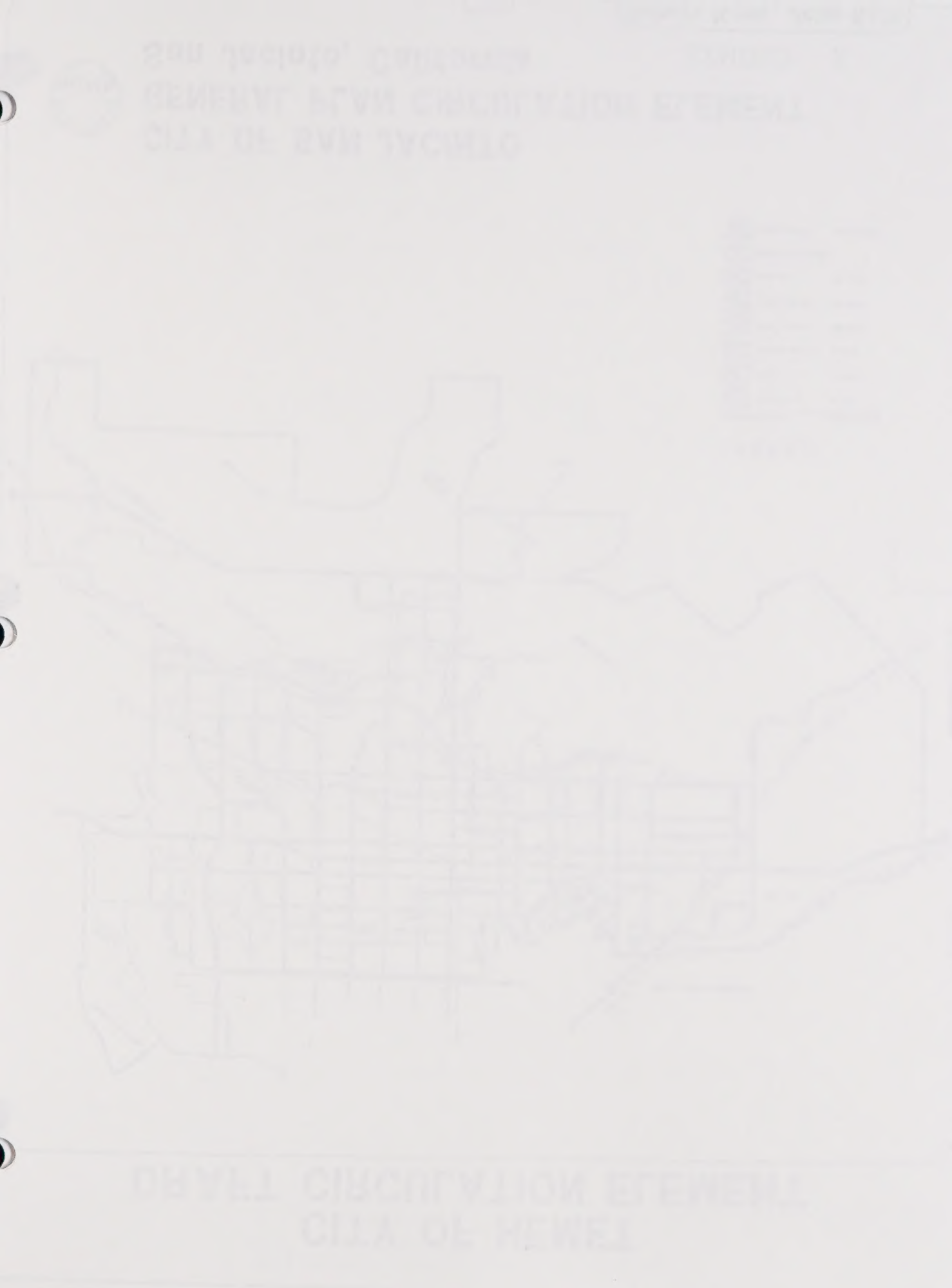
CLASSIFICATION	RIGHT-OF-WAY
Local Collector	66' R.O.W.
Collector	66' R.O.W.
Secondary Highway	88' R.O.W.
Major Highway	100' R.O.W.
Arterial Highway	118' R.O.W.
Expressway	134' R.O.W.
Major Bridge Crossing	
Enhanced R.O.W.	100'-134' R.O.W.

north

CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

EXHIBIT K

Robert Kahn, John Kain
& Associates, Inc.



III. PROJECTED TRAFFIC

A. Study Area Land Use

Table 1 shows the expected buildout land uses for each traffic analysis zone based on an analysis of existing General Plans and zoning within the study area. Land use data was obtained from NBS/Lowry and the City of San Jacinto. Table 1 also shows the percent of internal interaction assumed for commercial, recreational and residential uses within zones.

B. Traffic Forecasting Methodology

1. Trip Generation

Trip generation represents the amount of traffic which is attracted and produced by a development.

Trip generation rates were determined for average weekday traffic. By multiplying the traffic generation rates by the land use quantities, the traffic volumes are determined. Table 2 exhibits the trip generation rates for peak hour and daily traffic.

Traffic volumes shown in Table 3 consist of the external trips generated for new land uses. As a residential trip generated by a project will also be making trips to a commercial or other land use within the project, a double counting of those trips occurs. An assumed thirty percent of the Table 4 traffic generated by each project has been removed for interaction of commercial, business and residential uses within the study area. This has been done to eliminate the "double counting" of trips

TABLE 1

BUILDOUT LAND USE DATA BASE

ZONE	LAND USE	PERCENT INTERNAL INTERACTION	UNITS[1]	QUANTITY[2]
1	Industrial	5%	TSF	120.0
2	Single-Family	5%	DU	360.0
	Junior High School		ST	1,300.0
3	Commercial Retail	10%	TSF	144.0
4	Single-Family	5%	DU	429.0
5	Single-Family	5%	DU	465.0
	Elementary School		ST	730.0
6	Single-Family	5%	DU	383.0
	Multi-Family		DU	67.0
7	Single-Family	5%	DU	214.0
	Elementary School		ST	730.0
8	Commercial	10%	TSF	48.0
9	Single-Family	5%	DU	106.0
	Junior High School		ST	1,300.0
10	Single-Family	5%	DU	101.0
11	Commercial Retail	10%	TSF	72.0
	Industrial		TSF	96.0
	Business Park		TSF	108.0
12	Single-Family	10%	DU	27.0
	Commercial Retail		TSF	91.2
13	Multi-Family	10%	DU	80.0
	Commercial Retail		TSF	28.8

[1] TSF = thousand square feet
DU = dwelling units
ST = students
AC = acres

[2] The quantity (TSF) of commercial retail, industrial and business park have been estimated by taking gross acres of each land use and reducing them by 20% for all zones except zones 25, 26, 30, 32 and 33, which were reduced by 50%, and then applying the following factors:

- Commercial Retail = 10 TSF per acre
- Industrial = 15 TSF per acre
- Business Park = 15 TSF per acre

TABLE 1 (CONT'D)

BUILDOUT LAND USE DATA BASE

ZONE	LAND USE	PERCENT INTERNAL INTERACTION	UNITS[1]	QUANTITY[2]
14	Multi-Family	10%	DU	237.0
	Commercial Retail		TSF	87.2
15	Multi-Family	10%	DU	40.0
	Commercial Retail		TSF	62.4
	Elementary School		ST	730.0
16	Multi-Family	10%	DU	40.0
	Commercial Retail		TSF	25.6
17	Single-Family	20%	DU	1,266.0
	Multi-Family		DU	496.0
	Commercial Retail		TSF	256.0
	Industrial		TSF	1,120.0
	Business Park		TSF	560.0
18	Single-Family	20%	DU	502.0
	Multi-Family		DU	3,904.0
	Commercial Retail (NBHD)		TSF	40.8
	Commercial Retail (REG)		TSF	792.0
	Industrial		TSF	1,064.0
	Business Park		TSF	532.0
	Elementary School		ST	730.0
	Junior High School		ST	1,300.0
19	Single-Family	20%	DU	252.0
	Multi-Family		DU	2,008.0
	Commercial Retail (NBHD)		TSF	56.0
	Commercial Retail (COM)		TSF	176.0
	Industrial		TSF	156.0
	Elementary School		ST	730.0
	Junior High School		ST	1,300.0
	High School		ST	2,174.0
	Public Utilities		AC	247.0

[1] TSF = thousand square feet
DU = dwelling units
ST = students
AC = acres

[2] The quantity (TSF) of commercial retail, industrial and business park have been estimated by taking gross acres of each land use and reducing them by 20% for all zones except zones 25, 26, 30, 32 and 33, which were reduced by 50%, and then applying the following factors:

- Commercial Retail = 10 TSF per acre
- Industrial = 15 TSF per acre
- Business Park = 15 TSF per acre

TABLE 1 (CONT'D)

BUILDOUT LAND USE DATA BASE

ZONE	LAND USE	PERCENT INTERNAL INTERACTION	UNITS[1]	QUANTITY[2]
20	Single-Family	15%	DU	1,262.0
	Multi-Family		DU	800.0
	Commercial Retail		TSF	224.0
	Elementary School		ST	730.0
	Public Utilities		AC	38.0
21	N/A[3]	N/A	N/A	N/A
22	Multi-Family	10%	DU	245.0
	Industrial		TSF	391.2
	Business Park		TSF	195.6
23	Multi-Family	15%	DU	144.0
	Commercial Retail		TSF	72.0
	Industrial		TSF	1,098.4
	Business Park		TSF	549.2
24	Single-Family	10%	DU	683.0
	Commercial Retail		TSF	246.4
25	Single-Family	10%	DU	798.0
	Commercial Retail		TSF	174.5
26	Single-Family	10%	DU	794.0
	Commercial Retail		TSF	218.0
27	Single-Family	5%	DU	143.0
	Multi-Family		DU	496.0
	Junior High School		ST	1,300.0

[1] TSF = thousand square feet
DU = dwelling units
ST = students
AC = acres

[2] The quantity (TSF) of commercial retail, industrial and business park have been estimated by taking gross acres of each land use and reducing them by 20% for all zones except zones 25, 26, 30, 32 and 33, which were reduced by 50%, and then applying the following factors:

- Commercial Retail = 10 TSF per acre
- Industrial = 15 TSF per acre
- Business Park = 15 TSF per acre

[3] N/A = not applicable

TABLE 1 (CONT'D)

BUILDOUT LAND USE DATA BASE

ZONE	LAND USE	PERCENT INTERNAL INTERACTION	UNITS[1]	QUANTITY[2]
28	Multi-Family	15%	DU	581.0
	Commercial Retail		TSF	48.8
	Elementary School		ST	730.0
	Industrial		TSF	357.6
29	Single-Family	10%	DU	481.0
	Multi-Family		DU	291.0
	Commercial Retail		TSF	183.2
	Elementary School		ST	730.0
30	Single-Family	10%	DU	580.0
	Multi-Family		DU	111.0
	Commercial Retail		TSF	123.0
31	Single-Family	10%	DU	774.0
	Multi-Family		DU	499.0
	Commercial Retail		TSF	126.4
32	Single-Family	10%	DU	164.0
	Multi-Family		DU	442.0
	Industrial		TSF	150.0
33	Single-Family	15%	DU	429.0
	Commercial Retail		TSF	34.5
	Industrial		TSF	270.0
34	N/A	N/A	N/A	N/A
35	Single-Family	5%	DU	410.0
36	Single-Family	5%	DU	130.0
	Multi-Family		DU	205.0
37	Single-Family	10%	DU	128.0
	Commercial Retail		TSF	80.0

[1] TSF = thousand square feet
DU = dwelling units
ST = students
AC = acres

[2] The quantity (TSF) of commercial retail, industrial and business park have been estimated by taking gross acres of each land use and reducing them by 20% for all zones except zones 25, 26, 30, 32 and 33, which were reduced by 50%, and then applying the following factors:

- Commercial Retail = 10 TSF per acre
- Industrial = 15 TSF per acre
- Business Park = 15 TSF per acre

TABLE 1 (CONT'D)

BUILDOUT LAND USE DATA BASE

ZONE	LAND USE	PERCENT INTERNAL INTERACTION	UNITS[1]	QUANTITY[2]
38	Single-Family	5%	DU	32.0
39	Multi-Family	5%	DU	48.0
40	Single-Family	10%	DU	208.0
	Multi-Family		DU	240.0
	Commercial Retail		TSF	40.0
41	Multi-Family	10%	DU	782.0
	Commercial Retail		TSF	80.0
42	Single-Family	10%	DU	1,363.0
	Commercial Retail		TSF	132.0
43	Single-Family	5%	DU	1,426.0
	Multi-Family		DU	160.0
44	Multi-Family	5%	DU	64.0
45	Single-Family	10%	DU	726.0
	Multi-Family		DU	624.0
	Commercial Retail (COM)		TSF	120.0
	Commercial Retail (HWY)		TSF	80.0
46	Single-Family	10%	DU	942.0
	Commercial Retail		TSF	80.0
47	Single-Family	5%	DU	598.0
48	Multi-Family	5%	DU	40.0
49	Single-Family	10%	DU	152.0
	Multi-Family		DU	200.0
	Commercial Retail		TSF	420.8
50	Single-Family	5%	DU	40.0

[1] TSF = thousand square feet
DU = dwelling units
ST = students
AC = acres

[2] The quantity (TSF) of commercial retail, industrial and business park have been estimated by taking gross acres of each land use and reducing them by 20% for all zones except zones 25, 26, 30, 32 and 33, which were reduced by 50%, and then applying the following factors:

- Commercial Retail = 10 TSF per acre
- Industrial = 15 TSF per acre
- Business Park = 15 TSF per acre

TABLE 2

TRIP GENERATION RATES[1]

LAND USE	UNITS[2]	PEAK-HOUR AM IN	PEAK-HOUR AM OUT	PEAK-HOUR PM IN	PEAK-HOUR PM OUT	DAILY
Estate	DU	0.24	0.66	0.76	0.44	12.00
Single-Family	DU	0.19	0.55	0.66	0.35	9.55
Multi-Family	DU	0.17	0.50	0.47	0.36	8.00
Commercial Retail[3]						
• (26 TSF)	TSF	1.79	1.05	5.38	5.38	117.80
• (29 TSF)	TSF	1.71	1.00	5.16	5.16	112.71
• (35 TSF)	TSF	1.59	0.93	4.83	4.83	105.33
• (40 TSF)	TSF	1.49	0.88	4.58	4.58	99.65
• (41 TSF)	TSF	1.48	0.87	4.54	4.54	98.91
• (48 TSF)	TSF	1.38	0.81	4.28	4.28	93.07
• (49 TSF)	TSF	1.37	0.81	4.26	4.26	92.49
• (56 TSF)	TSF	1.30	0.76	4.05	4.05	87.84
• (62 TSF)	TSF	1.24	0.73	3.89	3.89	84.34
• (72 TSF)	TSF	1.17	0.69	3.70	3.70	79.94
• (80 TSF)	TSF	1.12	0.66	3.56	3.56	76.84

[1] Source: Institute of Transportation Engineers, Trip Generation, Fifth Edition, 1991, Land Use Categories 210, 231, 820, 110, 520 and 430.

[2] DU = dwelling unit
TSF = thousand square feet
AC = acre
ST = student

[3] Commercial retail trip generation rates are based upon the following ITE equations for Land Use Code 820:

Shopping Center Rates	% In	% Out
Under 570 TSF		
Ln(T) = 0.625 Ln(X) + 5.985	50	50
570 TSF & Over		
Ln(T) = 0.756 Ln(X) + 5.154	50	50
Ln(AMT) = 0.589 Ln(X) + 2.378	63	37

Shopping Center Rates	% In	% Out
Under 600 TSF		
Ln(PMT) = 0.637 Ln(X) + 3.553	50	50
600 TSF & Over		
Ln(PMT) = 0.725 Ln(X) + 2.987	50	50

X = building net leasable area in TSF (thousand square feet)
AMT = AM peak hour trips
PMT = PM peak hour trips

TABLE 1 (CONT'D)

BUILDOUT LAND USE DATA BASE

ZONE	LAND USE	PERCENT INTERNAL INTERACTION	UNITS[1]	QUANTITY[2]
51	Forest/Parks	5%	AC	3,700.0
52	Single-Family	5%	DU	128.0
53	Forest/Parks	5%	AC	1,902.0
54	Single-Family	10%	DU	6,762.0
55	Estate	5%	DU	1,166.0
56	Single-Family	5%	DU	64.0
57	Single-Family	20%	DU	4,000.0
	Commercial Retail		TSF	730.0
	Light Industrial		TSF	3,060.0
58	Single-Family	5%	DU	480.0
59	Single-Family	5%	DU	320.0

[1] TSF = thousand square feet
DU = dwelling units
ST = students
AC = acres

[2] The quantity (TSF) of commercial retail, industrial and business park have been estimated by taking gross acres of each land use and reducing them by 20% for all zones except zones 25, 26, 30, 32 and 33, which were reduced by 50%, and then applying the following factors:

- Commercial Retail = 10 TSF per acre
- Industrial = 15 TSF per acre
- Business Park = 15 TSF per acre

TABLE 2 (CONT'D)

TRIP GENERATION RATES[1]

LAND USE	UNITS[2]	PEAK-HOUR AM IN	PEAK-HOUR AM OUT	PEAK-HOUR PM IN	PEAK-HOUR PM OUT	DAILY
Commercial Retail[3]						
• (87 TSF)	TSF	1.08	0.64	3.45	3.45	74.40
• (91 TSF)	TSF	1.06	0.62	3.39	3.39	73.16
• (120 TSF)	TSF	0.95	0.56	3.07	3.07	66.00
• (123 TSF)	TSF	0.94	0.55	3.04	3.04	65.39
• (126 TSF)	TSF	0.93	0.55	3.01	3.01	64.73
• (132 TSF)	TSF	0.91	0.54	2.97	2.97	63.68
• (144 TSF)	TSF	0.88	0.52	2.87	2.87	61.64
• (175 TSF)	TSF	0.81	0.48	2.68	2.68	57.36
• (176 TSF)	TSF	0.81	0.48	2.67	2.67	57.17
• (183 TSF)	TSF	0.80	0.47	2.63	2.63	56.32
• (218 TSF)	TSF	0.74	0.44	2.47	2.47	52.76
• (224 TSF)	TSF	0.73	0.43	2.45	2.45	52.23
• (246 TSF)	TSF	0.71	0.41	2.37	2.37	50.39
• (256 TSF)	TSF	0.70	0.41	2.33	2.33	49.68
• (421 TSF)	TSF	0.57	0.33	1.95	1.95	41.23
• (730 TSF)	TSF	0.45	0.27	1.62	1.62	34.65
• (792 TSF)	TSF	0.44	0.26	1.58	1.58	33.97

[1] Source: Institute of Transportation Engineers, Trip Generation, Fifth Edition, 1991, Land Use Categories 210, 231, 820, 110, 520 and 430.

[2] DU = dwelling unit
TSF = thousand square feet
AC = acre
ST = student

[3] Commercial retail trip generation rates are based upon the following ITE equations for Land Use Code 820:

Shopping Center Rates	% In	% Out	Shopping Center Rates	% In	% Out
Under 570 TSF			Under 600 TSF		
Ln(T) = 0.625 Ln(X) + 5.985	50	50	Ln(PMT) = 0.637 Ln(X) + 3.553	50	50
570 TSF & Over			600 TSF & Over		
Ln(T) = 0.756 Ln(X) + 5.154	50	50	Ln(PMT) = 0.725 Ln(X) + 2.987	50	50
Ln(AMT) = 0.589 Ln(X) + 2.378	63	37			

X = building net leasable area in TSF (thousand square feet)
AMT = AM peak hour trips
PMT = PM peak hour trips

TABLE 2 (CONT'D)

TRIP GENERATION RATES[1]

LAND USE	UNITS[2]	PEAK-HOUR AM IN	PEAK-HOUR AM OUT	PEAK-HOUR PM IN	PEAK-HOUR PM OUT	DAILY
Industrial	TSF	0.76	0.16	0.12	0.86	6.97
Public Utilities	AC	2.24	0.25	0.16	1.16	2.62
Elementary School	ST	0.18	0.12	0.01	0.01	1.09
Junior High School	ST	0.18	0.12	0.01	0.01	1.09
Forest/Parks	AC	0.01	0.01	0.02	0.02	0.50

[1] Source: Institute of Transportation Engineers, Trip Generation, Fifth Edition, 1991, Land Use Categories 210, 231, 820, 110, 520 and 430.

[2] DU = dwelling unit
TSF = thousand square feet
AC = acre
ST = student

TABLE 3

EXTERNAL TRIP GENERATION

BY ZONE

ZONE	PEAK-HOUR[1] AM IN	AM OUT	PM IN	PM OUT	DAILY[2]
1	60	15	10	70	560
2	200	235	165	95	3,230
3	80	45	260	260	5,590
4	55	155	190	100	2,730
5	145	230	210	115	3,480
6	55	160	190	105	2,790
7	115	135	100	55	1,890
8	40	25	130	130	2,810
9	170	145	55	35	1,620
10	15	35	45	25	640
11	195	55	195	300	5,030
12	65	45	205	200	4,380
13	40	45	120	110	2,470
14	85	110	260	245	5,280
15	135	95	170	165	4,020
16	35	30	100	95	2,100
17	1,190	765	1,110	1,580	25,000
18	1,725	1,685	2,200	2,555	47,170
19	1,260	1,055	1,080	1,165	22,630
20	450	765	1,055	790	18,470
21	N/A[3]	N/A	N/A	N/A	N/A
22	385	145	145	410	4,720
23	1,015	255	385	1,130	13,360
24	190	300	650	520	11,930
25	185	330	625	470	11,110
26	195	335	670	515	12,020
27	230	320	225	160	4,490
28	340	280	315	435	7,410
29	265	370	595	480	11,360

[1] All peak hour trips rounded to the nearest 5.

[2] All daily trips rounded to the nearest 10.

[3] N/A = not applicable

TABLE 3 (CONT'D)

EXTERNAL TRIP GENERATION

BY ZONE

ZONE	PEAK-HOUR[1] AM IN	AM OUT	PM IN	PM OUT	DAILY[2]
30	155	280	510	390	9,120
31	220	470	710	525	12,330
32	140	210	210	215	3,870
33	205	185	285	325	5,720
34	N/A	N/A	N/A	N/A	N/A
35	50	150	180	95	2,600
36	40	115	120	80	1,920
37	70	75	230	205	4,640
38	5	10	15	5	200
39	5	15	15	10	260
40	90	170	270	215	4,970
41	140	280	410	355	7,820
42	240	515	815	550	13,500
43	200	575	675	370	9,910
44	5	20	20	15	340
45	280	525	900	715	16,380
46	170	360	570	385	9,540
47	75	220	260	140	3,800
48	5	15	15	10	210
49	190	205	640	595	12,850
50	5	15	20	10	250
51	25	25	50	50	1,230
52	15	45	55	30	810
53	15	15	25	25	630
54	810	2,345	2,810	1,490	40,680
55	185	510	590	340	9,310
56	10	25	30	15	410
57	1,910	1,615	2,345	2,920	47,500

[1] All peak hour trips rounded to the nearest 5.

[2] All daily trips rounded to the nearest 10.

TABLE 3 (CONT'D)

EXTERNAL TRIP GENERATION

BY ZONE

ZONE	PEAK-HOUR[1] AM IN	AM OUT	PM IN	PM OUT	DAILY[2]
58	60	175	210	110	3,050
59	40	115	140	75	2,030
TOTAL	14,280	17,445	24,585	22,575	464,170

[1] All peak hour trips rounded to the nearest 5.

[2] All daily trips rounded to the nearest 10.

that are produced in one area (i.e., residential) and attracted (i.e., commercial) to another area within the study area. This factor is appropriate for a study area of this size.

At buildout, the land uses are estimated to generate approximately 464,170 external vehicle trips per day, 31,725 of which will occur during the AM peak hour and 47,160 of which will occur during the PM peak hour (see Table 3).

2. Trip Distribution

Trip distribution represents the directional orientation of traffic to and from each project site. Trip distribution is heavily influenced by the geographical location of the site, the location of work, shopping and recreational opportunities and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses and highways within the community.

Trip distribution for each project has been based upon long-term conditions, based upon those highway facilities which will be in place or will be contemplated over the next few years. The trip distribution patterns for the study area are listed in Appendix "B". Each distribution pattern is based upon the node map shown in Appendix "B".

3. Modal Split

The traffic reducing potential of public transit has not been considered in this report. Essentially the traffic

projections are "worse-case" in that any significant public transit might be able to reduce the projected traffic volumes.

The assignment of traffic from each site to the adjoining roadway system has been based upon the site's trip generation, trip distribution, proposed arterial highway and local street systems, which would be in place for study area buildout.

C. Cumulative Future Development Traffic

To assess future traffic conditions for study area buildout traffic conditions, traffic generated by future land uses in each study area zone is added to existing traffic. Future land use is in addition to existing land use in each study area zone.

Exhibit L illustrates the future average daily traffic volumes on roadway links throughout the study area.

IV. STUDY AREA BUILDOUT TRAFFIC CONDITIONS

This section of the report summarizes the results of the cumulative analysis procedure. Circulation plan upgrades and modifications, based on the forecast for the study area assignment, are also recommended.

A. Circulation System Requirements

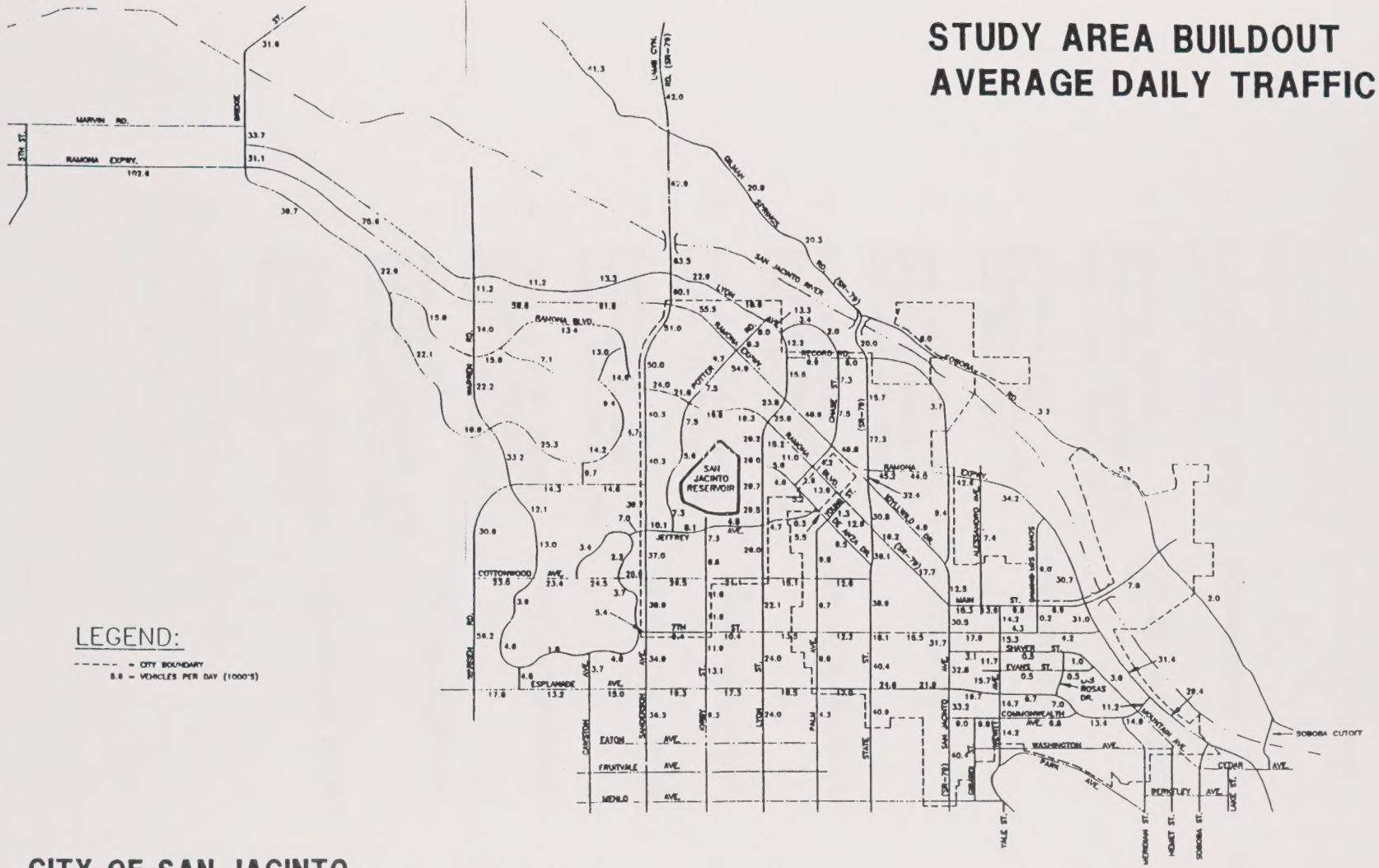
The initial application of the model to forecast average daily traffic volumes at study area buildout has produced volume projections which appear to be appropriate for the circulation system and land use assumptions.

At buildout, the land uses are estimated to generate approximately 464,170 external vehicle trips per day, 31,725 of which will occur during the AM peak hour and 47,160 of which will occur during the PM peak hour.

Based on this traffic analysis, planned land uses significantly impact the existing and planned roadway system.

To mitigate overloads on the Ramona Expressway and other key roadways where physical improvements beyond those recommended are not feasible, this analysis suggests that it may be necessary to (1) selectively reduce development intensities of planned land uses throughout the study area, especially in the large commercial areas and/or (2) implement Travel Demand Management (TDM) and Urban design features which reduce peak hour trip activity, increase vehicle occupancy levels, and encourage alternative transportation modes.

STUDY AREA BUILDOUT
AVERAGE DAILY TRAFFIC (1000'S)



LEGEND:

----- = CITY BOUNDARY

8.8 = VEHICLES PER DAY (1000'S)

north

SCALE: 1"=5000'

CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

EXHIBIT L

Robert Kahn, John Kain & Associates, Inc.

• Lyon Ave. between Sanderson Ave. and Record Rd.	Secondary	Major
• Lyon Ave. between Ramona Blvd. and De Anza Dr.	Urban Arterial	Major
• Ramona Expy. east of Chase St.	Expressway	Urban Arterial
• Ramona Blvd. between Sanderson Ave. and Lyon St.	Urban Arterial	Major
• De Anza Dr. between Lyon St. and State St.	Secondary	Collector
• San Jacinto Ave. between State St. and Ramona Expy.	Secondary	Collector
• San Jacinto Ave. between Ramona Expy. and Main St.	Not Classified	Collector
• San Jacinto Ave. south of Main St.	Urban Arterial	Major
• Alessandro Ave. between Ramona Expy. and Main St.	Not Classified	Collector
• Camino Los Banos between Ramona Expy. and 7th St.	Not Classified	Collector
• Shaver St. between Hewitt Ave. and Esplanade Ave.	Not Classified	Collector
• Evans St. between Hewitt Ave. and Shaver St.	Not Classified	Collector
• Sanderson Ave. south of Cottonwood Ave.	Major	Urban Arterial

• Kirby St. south of Cottonwood Ave.	Collector	Secondary
• Esplanade Ave. between Sanderson Ave. and Palm Ave.	Secondary	Major
• Esplanade Ave. between San Jacinto Ave. and Hewitt Ave.[1]	Secondary	Major
• Esplanade Ave. between Hewitt Ave. and Commonwealth Ave.[1]	Collector	Major
• Esplanade Ave. between Commonwealth Ave. and Ramona Expy.[1]	Secondary	Major

The traffic projections indicated that several roadways in the City and its Sphere of Influence will have traffic volumes which exceed Level of Service "C" on a daily basis or "D" during peak hours. The critical deficiencies in these segments are at key arterial intersections with major conflicting traffic flows. These include the following intersections (see Exhibit D):

Bridge Street (NS) at:

- Ramona Expressway (EW)

Warren Road (NS) at:

- Ramona Expressway (EW)
- Warren Road Extension (EW)
- Cottonwood Avenue (EW)

---

[1] Changes have been made with the Rancho San Jacinto project.

Sanderson Avenue (NS) at:

- Gilman Springs Road (EW)
- Ramona Expressway (EW)
- Ramona Boulevard (EW)
- Warren Road Extension (EW)
- Cottonwood Avenue (EW)

Lyon Street (NS) at:

- Ramona Expressway (EW)
- Ramona Boulevard (EW)

State Street (NS) at:

- Ramona Expressway (EW)
- Ramona Boulevard (EW)
- 7th Street (EW)
- Esplanade Avenue (EW)

San Jacinto Avenue (NS) at:

- Main Street (EW)
- 7th Street (EW)
- Esplanade Avenue (EW)
- Menlo Avenue (EW)

Ramona Expressway (NS) at:

- Main Street (EW)

Provision of additional turn lanes, signal phasing for heavy turn movements, and other intersection capacity improvements are projected to provide the needed additional capacity at these locations. These intersections have been designated as critical intersections to indicate the need for intersection capacity improvements beyond what is standard within the typical arterial cross-sections.

In the previous Sunrise Ranch Traffic Study by ROBERT KAHN, JOHN KAIN & ASSOCIATES, INC. (October, 1991) an additional north/south connection parallel to Sanderson Avenue to the Ramona Expressway was evaluated. The purpose of this additional roadway connection was to specifically reduce traffic impacts at the intersection of Sanderson Avenue and the Ramona Expressway. This alternative was not evaluated in this analysis but is a viable option.

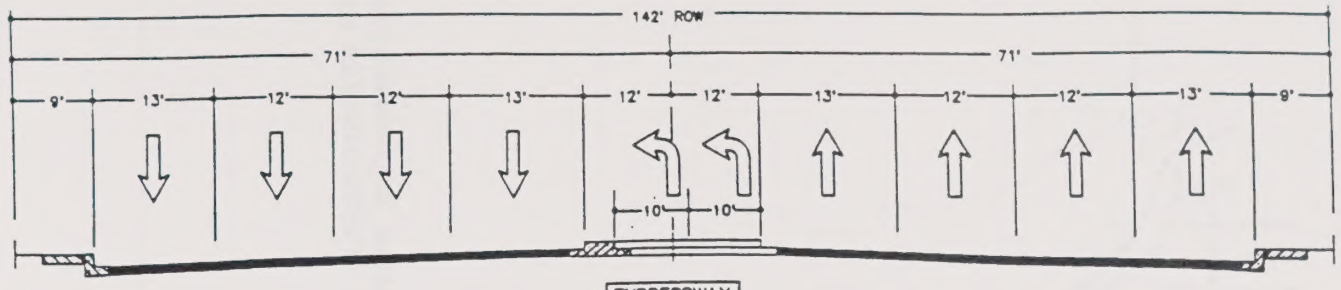
As illustrated on Exhibit M, the results of the buildout traffic assignment indicate that additional City roadway classifications are desirable. These are the inclusion of the Expressway and Urban Arterial cross-sections, as well as adjustments to the Arterial cross-section.

By dividing study area buildout average daily traffic volumes by the daily roadway capacities listed below, study area buildout daily volume to capacity ratios have been calculated. Study area buildout volume to capacity ratios are shown on Exhibit O. Volume to capacity ratios are based on the County of Riverside maximum capacities listed below:

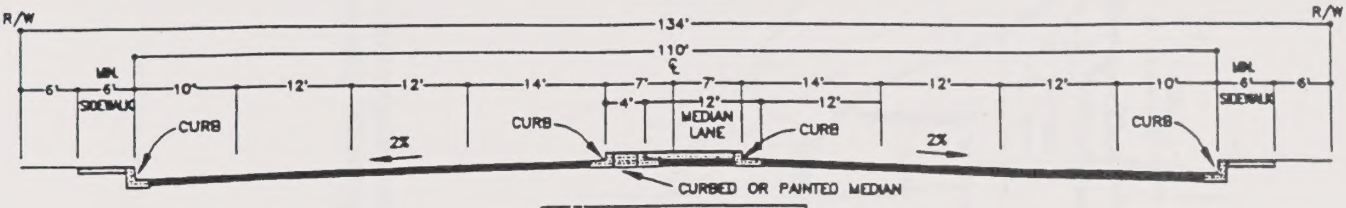
FACILITY	LANES	MAXIMUM CAPACITY (LOS = E)
Expressway	8	80,000
Urban Arterial	6	59,000
Arterial/Major	4	38,000
Secondary	4	30,000
Collector	2	18,000

An explanation of Level of Service (LOS) is included in Appendix "A".

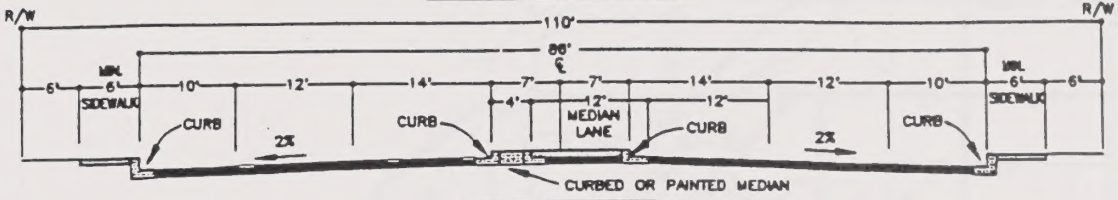
CITY OF SAN JACINTO
PROPOSED ROADWAY CROSS-SECTIONS



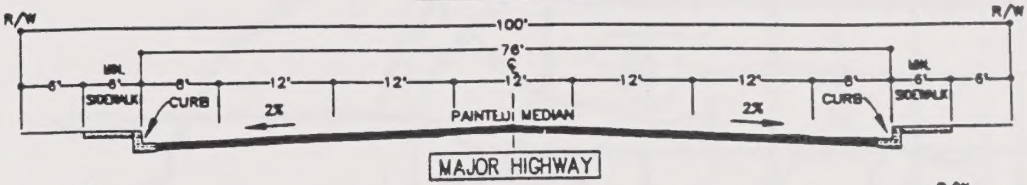
EXPRESSWAY



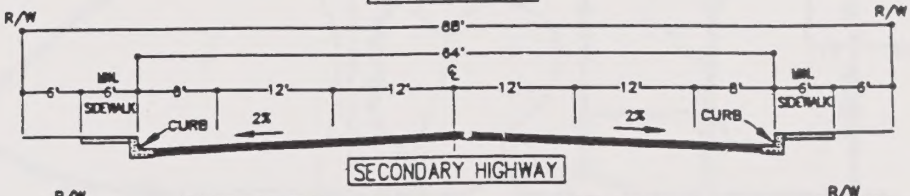
URBAN ARTERIAL HIGHWAY



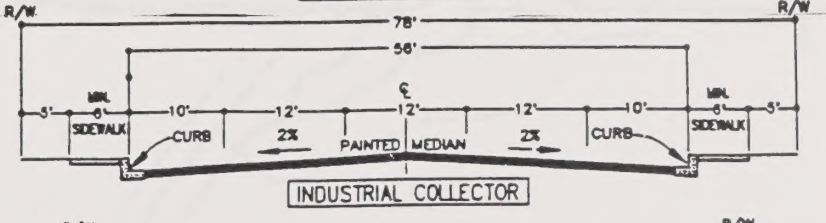
ARTERIAL HIGHWAY



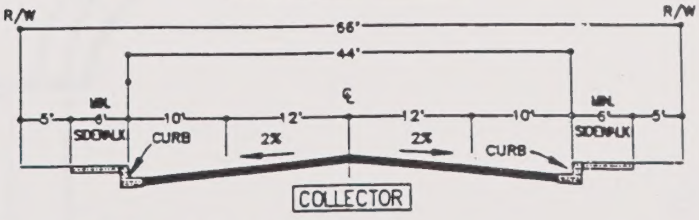
MAJOR HIGHWAY



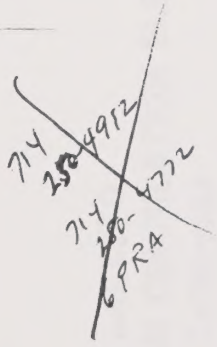
SECONDARY HIGHWAY



INDUSTRIAL COLLECTOR



COLLECTOR



north

CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

EXHIBIT M

Robert Kahn, John Kain & Associates, Inc.



CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California



With the recommended circulation system classifications shown on Exhibit N, the resulting volume to capacity ratios for the roadway network have been determined and are illustrated on Exhibit O. As shown on Exhibit O, most roadways in the study area will operate better than Level of Service "C" (volume to capacity ratio = 0.80 or less) with the exception of portions of the Ramona Expressway, State Route 79, Lyon Street, State Street and Sanderson Avenue.

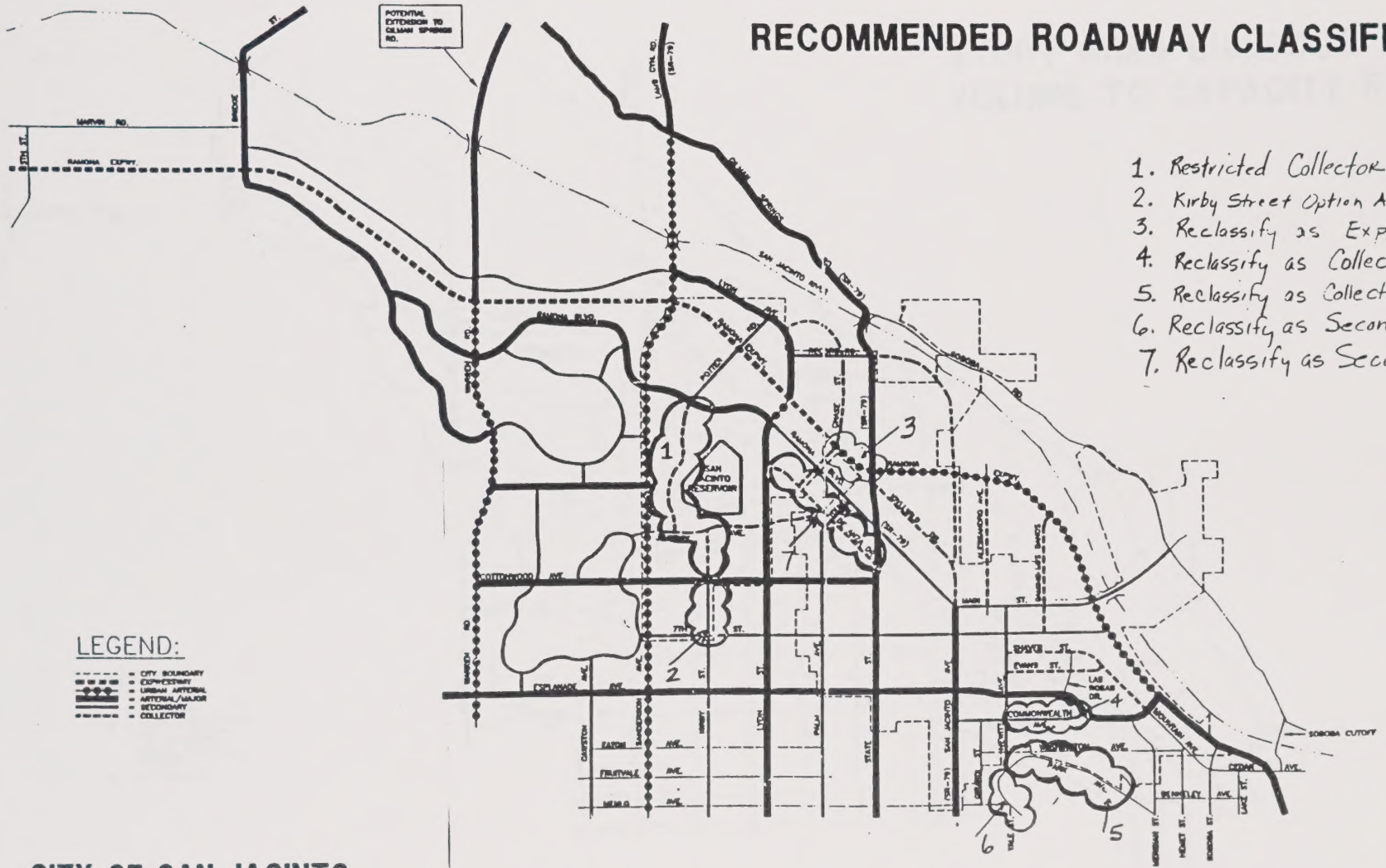
The use of the Expressway cross-section is recommended for Ramona Expressway west of Sanderson Avenue. The utilization of this cross-section will provide enhanced capacity for roadway segments requiring roadway capacity in excess of that which can be provided by the standard County of Riverside Expressway cross-section.

The traffic signals required within the study area at buildout should specifically include an interconnect of the signals to function in a coordinated system.

To accommodate future bus service on key roadways, transit stops should be anticipated at the far side of major intersections. Pedestrian access to the bus stops should be provided. Exhibit P shows the recommended bus turnout design features.

New land use developments within the study area participate in the phased construction of traffic signals as required within the study area through payment of established fees or installation of traffic signals when warranted based upon traffic analysis of development phases.

RECOMMENDED ROADWAY CLASSIFICATIONS



1. Restricted Collector
2. Kirby Street Option Area
3. Reclassify as Expressway
4. Reclassify as Collector
5. Reclassify as Collector
6. Reclassify as Secondary
7. Reclassify as Secondary

LEGEND:

- CITY BOUNDARY
- EXPRESSWAY
- URBAN ARTERIAL
- ARTERIAL/MAJOR
- SECONDARY
- COLLECTOR

north

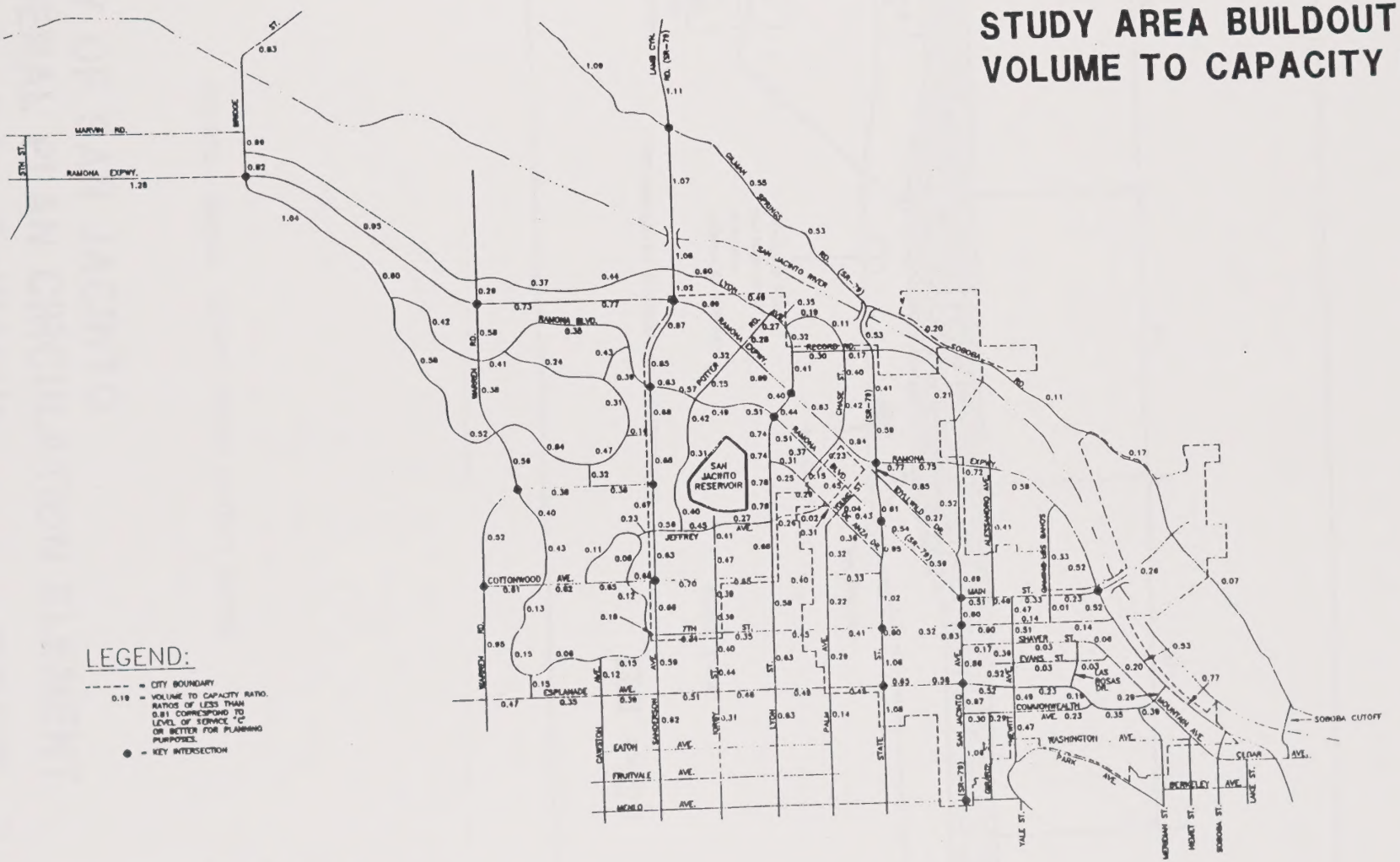
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CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

EXHIBIT N

Robert Kahn, John Kain & Associates, Inc.

STUDY AREA BUILDOUT
VOLUME TO CAPACITY RATIOS



north

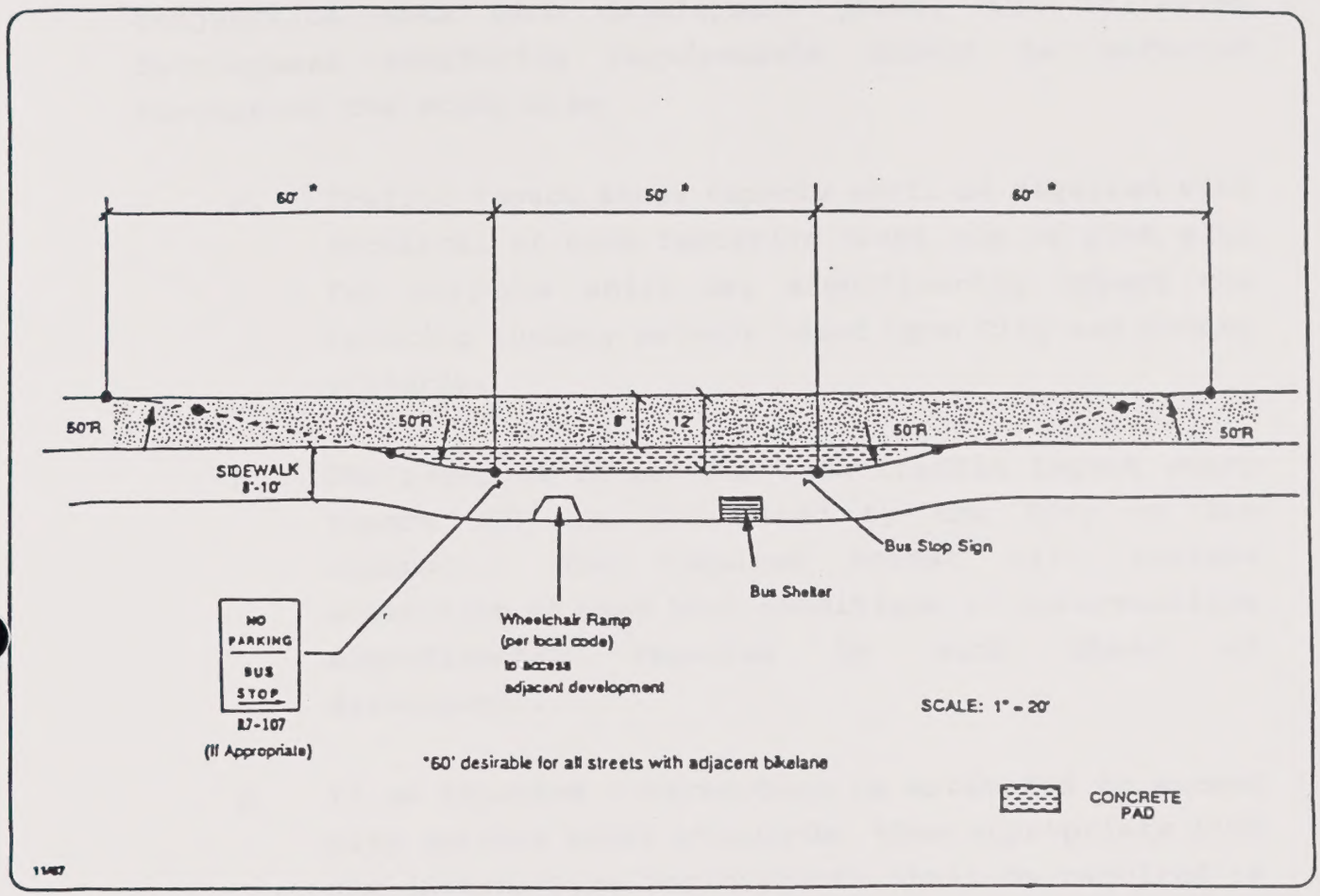
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CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

EXHIBIT O

Robert Kahn, John Kain & Associates, Inc.

BUS TURNOUT DESIGN PARAMETERS



SOURCE: ORANGE COUNTY TRANSIT DISTRICT (OCTD)

north

CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

EXHIBIT P

B. Phasing of Improvements

To ensure that roadway improvements are provided in conjunction with each development phase, the following development monitoring requirements should be enforced throughout the study area:

a. Traffic impact study reports shall be required with submittal of each tentative tract map or plot plan for projects which may significantly impact the existing roadway network based upon City and County criteria.

b. The required format for each traffic impact study report will be determined by the City of San Jacinto. The required format will include evaluation of peak hour conditions at intersections significantly impacted by each phase of development.

c. If an impacted intersection is estimated to exceed City service level standards, then appropriate link and intersection improvements shall be required to be presented for City staff review.

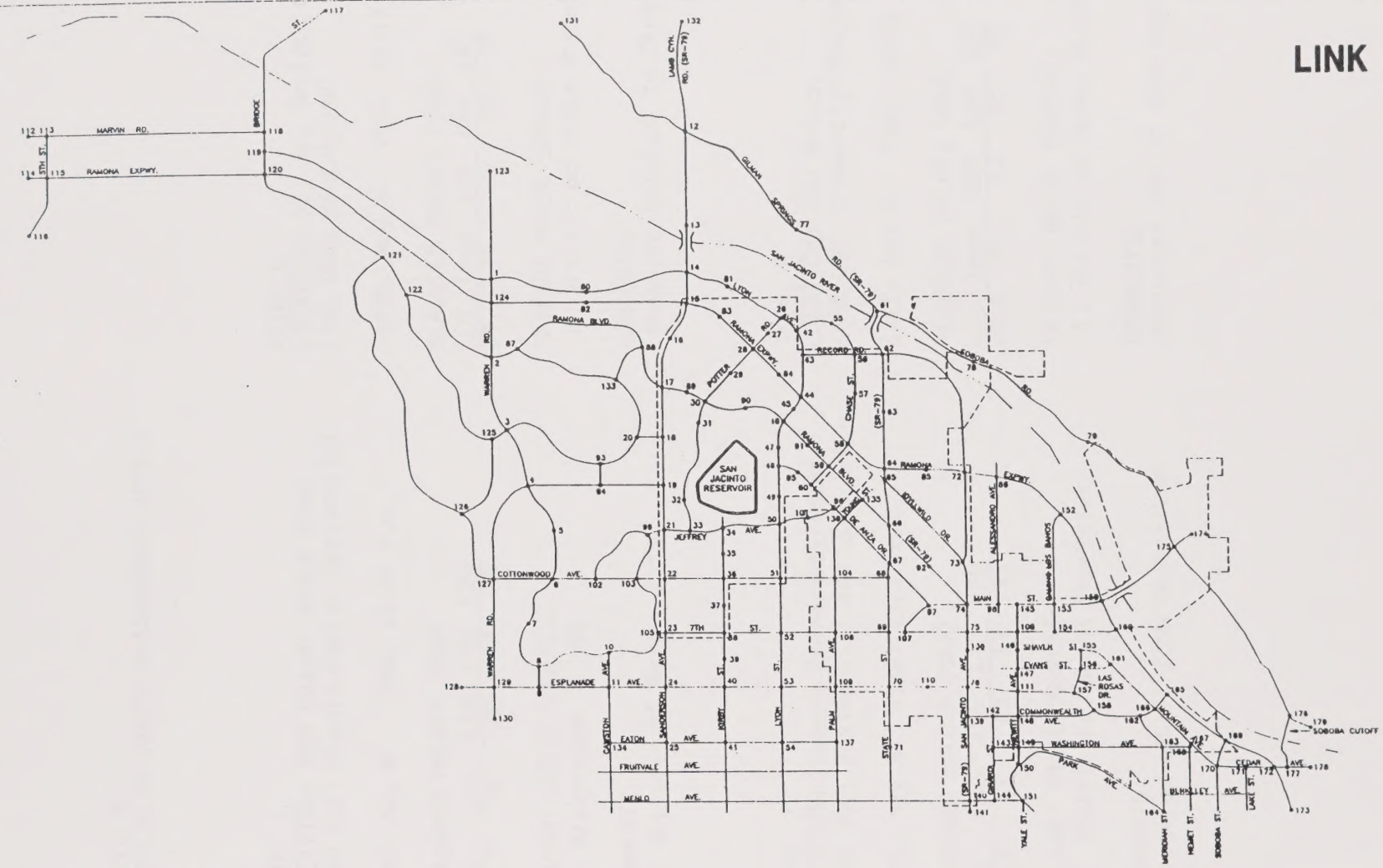
d. The improvements needed to maintain the City service level standards will be required to be in place prior to occupancy of the relevant development phase. Improvements which are included in an adopted fee program will be provided by the fee program mechanism if funds are currently available. If funds are not available to meet the circulation improvement needs at any particular

development phase, then the project proponent will either provide the off-site improvements directly (with assurance of future reimbursement or credits if a relevant fee program is in place), or the development must await other sources of implementation.

D	High-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.	Borders on unstable flow. In this range, small increases in flow cause substantial deterioration in service. Average travel speeds of 46 mph or more can still be maintained on 70-mph freeway elements. Freedom to maneuver within the traffic stream is severely limited. Even minor incidents can be expected to create substantial queuing, because the traffic stream has little space to absorb disruptions. Average spacings are about 125 ft, or 6 car-lengths, with a maximum density of 42 cars/mi/ln.	Borders on a range on which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free flow speed.
E	Operating conditions at or near the capacity level. All speeds are reduced to a low but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.	The boundary between LOS D and LOS E describes operation at capacity. Operations in this level are extremely unstable, because there are virtually no usable gaps in the traffic stream. Vehicles are spaced at approximately 80 ft, or 4 car-lengths, at relatively uniform headways. This, however, represents the minimum spacing at which stable flow can be accommodated. Any disruption to the traffic stream, such as a vehicle entering from a ramp, or a vehicle changing lanes, causes following vehicles to give way to admit the vehicle. At capacity, the traffic stream has no ability to dissipate even the most minor disruptions. Any incident can be expected to produce a serious breakdown with extensive queuing. The range of flows encompassed by LOS E is relatively small compared to other levels, but reflects a substantial deterioration in service. Maneuverability within the traffic stream is extremely limited. Average travel speeds at capacity are approximately 30 mph.	Significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination or adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
F	Level-of-service F. Forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Arrival flow exceeds discharge flow.	Level F describes forced or breakdown flow. Such conditions generally exist within queues forming behind breakdown points. Breakdown occurs when the ratio of actual arrival flow rate to actual capacity or the forecasted flow rate to estimated capacity exceeds 1.00. Operations at such a point will generally be at or near capacity, and downstream operations may be better as vehicles pass the bottleneck (assuming that there are no additional downstream problems). The LOS F operations observed within a queue are the result of a breakdown or bottleneck at a downstream point.	Arterial flow at extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse progression is frequently a contributor to this condition.

*Source: "Highway Capacity Manual, Special Report 209"
Transportation Research Board, Washington D.C., 1985

LINK LOCATIONS



LEGEND:

----- = CITY BOUNDARY

north

SCALE

CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

APPENDIX A-1

Robert[illegible]n Kain

Table 2b
RESULTS OF NOISE MEASUREMENT SURVEY

SITE: 5
LOCATION: 509 Quandt Ranch Road
LAND USE: Single-Family Residential

DATE: May 8 TIME: 11:54 a.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
38.7	50	40	37	35

PRIMARY NOISE SOURCES:
1. Background Sounds

COMMENTS:
No Activity at Barrow Pits

SITE: 6
LOCATION: Mt. San Jacinto College
LAND USE: Educational

DATE: May 8 TIME: 12:13 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
59.1	76	60	50	42

PRIMARY NOISE SOURCES:
1. Traffic on State Street (Hwy 79)

COMMENTS:
Measured Adjacent to Closest Classroom

SITE: 7
LOCATION: Ramona Expressway/Chase
LAND USE: Residential and Open Space

DATE: May 8 TIME: 12:32 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
59.8	73	63	54	43

PRIMARY NOISE SOURCES:
1. Traffic on Ramona Expressway

COMMENTS:
Measured 130 ft from Centerline

SITE: 8
LOCATION: 680 Briton
LAND USE: Commercial/Residential

DATE: May 8 TIME: 12:56 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
59.6	71	63	55	45

PRIMARY NOISE SOURCES:
1. Traffic on State Street

COMMENTS:
Measured 120 ft from Centerline

Table 3a
CNEL NOISE LEVELS FOR EXISTING
TRAFFIC CONDITIONS

ROADWAY SEGMENT	TRAFFIC VOLUME	SPEED (mph)	DISTANCE TO CNEL CONTOUR FROM ROADWAY CENTERLINE (FEET) 60-CNEL	65-CNEL	70-CNEL
STATE STREET					
Florida to Ramona Blvd.	11,400	40	205	95	44
Ramona to Ramona Exp. (Hwy 79)	7,900	40	161	75	35
Ramona Exp. to Gilman (Hwy 79)	4,000	40	102	47	22
GILMAN SPRINGS ROAD					
Soboba to Sanderson	3,500	40	93	43	20
LAMBS CANYON ROAD					
North of Sanderson	7,500	40	155	72	33
SAN JACINTO AVENUE					
Florida to Esplanade (Hwy 79)	13,500	40	230	107	50
Esplanade to Main (Hwy 79)	12,300	35	179	83	39
RAMONA BOULEVARD					
Main to State (Hwy 79)	7,000	35	123	57	27
State to Sanderson	3,800	35	49	23	*
RAMONA EXPRESSWAY					
State to Sanderson	6,200	40	84	39	18
SANDERSON AVENUE					
Florida to Menlo	11,700	40	128	59	28
Menlo to Ramona Exp.	8,200	40	101	47	22
Ramona Exp. to Gilman Springs	9,600	40	112	52	24
COTTONWOOD AVENUE					
Sanderson to State	920	35	19	*	*
MAIN STREET					
San Jacinto to Mountain	4,500	35	55	25	*
Mountain to Soboba	3,800	35	49	23	*

* - Denotes contour does not extend past roadway edge.

Table 2c
RESULTS OF NOISE MEASUREMENT SURVEY

SITE: 9
LOCATION: Hyatt Elementary
LAND USE: Educational

DATE: May 8 TIME:13:19 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
44.9	56	47	42	40

PRIMARY NOISE SOURCES:
1. Background Sounds

COMMENTS:
No Major Roadways Nearby

SITE: 10
LOCATION: Park at Hewitt & 5th
LAND USE: Community Park

DATE: May 8 TIME: 13:38 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
56.4	70	59	51	45

PRIMARY NOISE SOURCES:
1. Traffic on Hewitt Avenue

COMMENTS:
Measured 80 ft from Centerline

SITE: 11
LOCATION: San Jacinto High School
LAND USE: Educational

DATE: May 8 TIME: 14:02 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
55.0	69	58	46	41

PRIMARY NOISE SOURCES:
1. School Activities
2. Traffic on Tiger Lane

COMMENTS:
After School Sports in Progress

Table 3b (Continued)
CNEL NOISE LEVELS FOR EXISTING
TRAFFIC CONDITIONS

ROADWAY SEGMENT	TRAFFIC VOLUME	SPEED (mph)	DISTANCE TO CNEL CONTOUR FROM ROADWAY CENTERLINE (FEET) 60-CNEL	65-CNEL	70-CNEL
SEVENTH STREET					
Sanderson to San Jacinto	2,900	35	41	19	*
San Jacinto to Main	650	35	*	*	*
SHAVER STREET					
San Jacinto to Mountain	1,200	35	23	*	*
ESPLANADE STREET					
Sanderson to State	2,500	35	37	17	*
State to Hewitt	4,700	35	56	26	*
COMMONWEALTH AVENUE					
San Jacinto to Hewitt	320	35	*	*	*
Hewitt to Mountain	960	35	20	*	*
HEWITT AVENUE					
Park to Main	6,500	35	70	32	*
MENLO					
Sanderson to Lyon	3,000	35	42	19	*
Lyon to Santa Fe	6,700	40	88	41	19
LYON AVENUE					
Florida to Cottonwood	2,600	35	38	18	*
Cottonwood to De Anza	570	35	*	*	*
PALM AVENUE					
Florida to Cottonwood	1,400	35	25	*	*
SOBOBA ROAD					
Gilman Springs to Main	1,100	40	26	*	*
South of Main	780	40	21	*	*
Mountain to Florida	430	40	*	*	*
MOUNTAIN AVENUE					
Main to Tainer	3,100	35	43	20	*

* - Denotes contour does not extend past roadway edge.

Table 4a
CNEL NOISE LEVELS FOR FUTURE
TRAFFIC CONDITIONS

ROADWAY SEGMENT	TRAFFIC VOLUME	SPEED (mph)	DISTANCE TO CNEL CONTOUR FROM ROADWAY CENTERLINE (FEET) 60-CNEL	65-CNEL	70-CNEL
STATE STREET					
Florida to Ramona Blvd.	23,200	40	207	96	45
Ramona to Ramona Exp. (Hwy 79)	14,00	40	238	110	51
Ramona Exp. to Gilman (Hwy 79)	4,300	40	108	50	23
GILMAN SPRINGS ROAD					
Soboba to Sanderson	3,600	40	60	28	13
LAMBS CANYON ROAD					
North of Sanderson	12,400	40	136	63	29
SAN JACINTO AVENUE					
Florida to Esplanade (Hwy 79)	30,500	40	400	186	86
Esplanade to Main (Hwy 79)	31,900	35	342	159	74
RAMONA BOULEVARD					
Main to State (Hwy 79)	16,600	35	221	103	48
State to Sanderson	11,300	35	103	48	22
RAMONA EXPRESSWAY					
Sanderson to State	15,300	45	299	139	64
State to Main	7,700	45	189	88	41
Main to Hemet	12,500	45	261	121	56
South of Hemet	4,700	45	136	63	29
SANDERSON AVENUE					
Menlo to Ramona Exp.	11,100	40	127	59	27
Ramona Exp. to Gilman Springs	16,700	40	166	77	36
COTTONWOOD AVENUE					
Sanderson to State	1,500	35	27	*	*
MAIN STREET					
San Jacinto to Mountain	7,400	35	78	36	*
Mountain to Soboba	3,800	35	50	23	*

* - Denotes contour does not extend past roadway edge.

Table 4b (Continued)
CNEL NOISE LEVELS FOR FUTURE
TRAFFIC CONDITIONS

ROADWAY SEGMENT	TRAFFIC VOLUME	SPEED (mph)	DISTANCE TO CNEL CONTOUR FROM ROADWAY CENTERLINE (FEET) 60-CNEL	65-CNEL	70-CNEL
SEVENTH STREET					
Sanderson to San Jacinto	9,100	35	89	41	19
San Jacinto to Main	8,600	35	86	40	19
SHAVER STREET					
San Jacinto to Mountain	1,800	35	30	*	*
ESPLANADE STREET					
Sanderson to State	7,200	35	76	35	16
State to Hewitt	12,300	35	109	51	24
COMMONWEALTH AVENUE					
San Jacinto to Hewitt	5,900	35	67	31	*
HEWITT AVENUE					
Park to Main	6,600	35	72	33	*
LYON AVENUE					
Cottonwood to De Anza	4,200	35	53	24	*
SOBOBA ROAD					
Gilman Springs to Main	1,100	40	27	*	*
South of Main	800	40	22	*	*

* - Denotes contour does not extend past roadway edge.

Table 2a
RESULTS OF NOISE MEASUREMENT SURVEY

SITE: 1
LOCATION: 1331 Freedom Way
LAND USE: Single-Family Residential

DATE: May 8 TIME: 9:50 a.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
49.3	59	54	43	38

PRIMARY NOISE SOURCES:
1. Background Sounds
2. Construction Activities

COMMENTS:
No Major Roadways Nearby

SITE: 2
LOCATION: 24221 San Jacinto
LAND USE: Mobile Home Park

DATE: May 8 TIME: 10:10 a.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
61.8	80	62	56	49

PRIMARY NOISE SOURCES:
1. Traffic on San Jacinto (Hwy 79)

COMMENTS:
Measured at Homes Closest to Roadway

SITE: 3
LOCATION: Soboba Springs MH Park
LAND USE: Mobile Home Park

DATE: May 8 TIME: 10:57 a.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
62.5	78	65	48	40

PRIMARY NOISE SOURCES:
1. Traffic on Main Street

COMMENTS:
Truck Traffic Responsible for
for Peak Sounds

SITE: 4
LOCATION: SJ Elem./Monte Vista School
LAND USE: Educational

DATE: May 8 TIME: 11:32 a.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
58.6	69	62	55	49

PRIMARY NOISE SOURCES:
1. Traffic on Ramona (Hwy 79)

COMMENTS:
School Play Yards Adjacent to Highway

Table 1
TRAFFIC DISTRIBUTION PER TIME OF DAY IN PERCENT OF ADT

VEHICLE TYPE	ROADWAYS PERCENT OF ADT			SR79 & STATE STREET PERCENT OF ADT		
	DAY	EVENING	NIGHT	DAY	EVENING	NIGHT
Automobile	75.51	12.57	9.34	70.51	10.85	9.08
Medium Truck	1.56	0.09	0.19	5.23	0.80	0.67
Heavy Truck	0.64	0.02	0.08	2.26	0.35	0.29

2.0 RESULTS

2.1 Measurement Results

The noise measurement program was conducted on May 8, 1985 at eleven locations throughout the City. The results of the ambient noise measurements at each site are depicted in Table 2a through 2c. These tables also depict the date and time of the measurement and the primary noise source affecting the noise environment. Each site was monitored for a minimum of 15 minutes. The quantities measured were the Equivalent Noise Level (LEQ) and the Percent Noise Levels (L%). Percent Noise Levels are another method of characterizing ambient noise where, for example, L90 is the noise level exceeded 90 percent of the time, L50 is the level exceeded 50 percent, and L10 is the level exceeded 10 percent of the time. L90 represents the background or minimum noise level, L50 represents the average noise level, and L10 the peak or intrusive noise levels.

2.2 Noise Contours

The existing noise levels in the City were established ~~in terms of~~ the CNEL indices by modeling all of the noise sources for the current traffic and speed characteristics. These results were presented on the contour maps contained within the Noise Element. The results are also depicted in tabularized format in Table 3 and 4 for existing conditions. The distances to the CNEL contours for the roadways in the vicinity of the project are given in these tables. These represent the distance from the centerline of the road to the contour value shown.

Land Use Element

Land Use

Element

LAND USE ELEMENT

Pages LU-3 and LU-4 are modified by the attached Exhibit "A" which shows the revised wording for Planning Areas 1, 2, 3 and 10.

Land Use Policy on Page LU-7 is modified by adding a new first paragraph which is shown in Exhibit "B".

Figure LU-1 is also modified to be consistent with the new planning areas.

LAND USE ELEMENT

A. Introduction

The Land Use Element describes the future relationship of physical development in the City based on existing and anticipated land use. The General Plan Land Use Policy Map designates the proposed general distribution and location of land for housing business, industry, open space, education uses and public facilities.

The Land Use Element encompasses the concerns of the other general plan elements and synthesizes all land use issues, constraints and opportunities. The City's intentions for development, redevelopment, growth and preservation over the next fifteen to twenty years are expressed through the adoption of the Element.

Land use issues and concerns were identified in a series of public meetings that included goals setting and discussions of approaches to problem solving. A comprehensive data base was used to define existing conditions and develop projections, and an evaluation of several alternative land use concepts was made in developing a long-term land use plan for the City. The results of these analyses are included in the Master Environmental Assessment and are summarized in the following section.

The Land Use Element is organized around the issue areas identified through public participation and analysis and includes investigation of State mandated topics. These are:

- -the land use mix;
- -land use compatibility;
- -infrastructure constraints;
- -potential for flooding;
- -level of public services and location of public facilities.

The goal of the Element (Section C) follows the Issues Section. Section D presents the Land Use Plan, consisting of a land use policy map and description of land use designations and calculations of Plan capacity, followed by land policies and an implementation program.

B. Planning Areas

The San Jacinto General Plan study area has been divided into ten planning areas (see Figure LU-1). These areas each have similar land use characteristics and were used during the development of the plan as focal points for the identification of planning issues. The planning areas were also used as a basis for determining those portions of the community in which growth should be encouraged, limited or discouraged. The discussion which follows briefly describes each planning area and helps provide a link between the plan's policies and implementation program and specific areas within the study area.

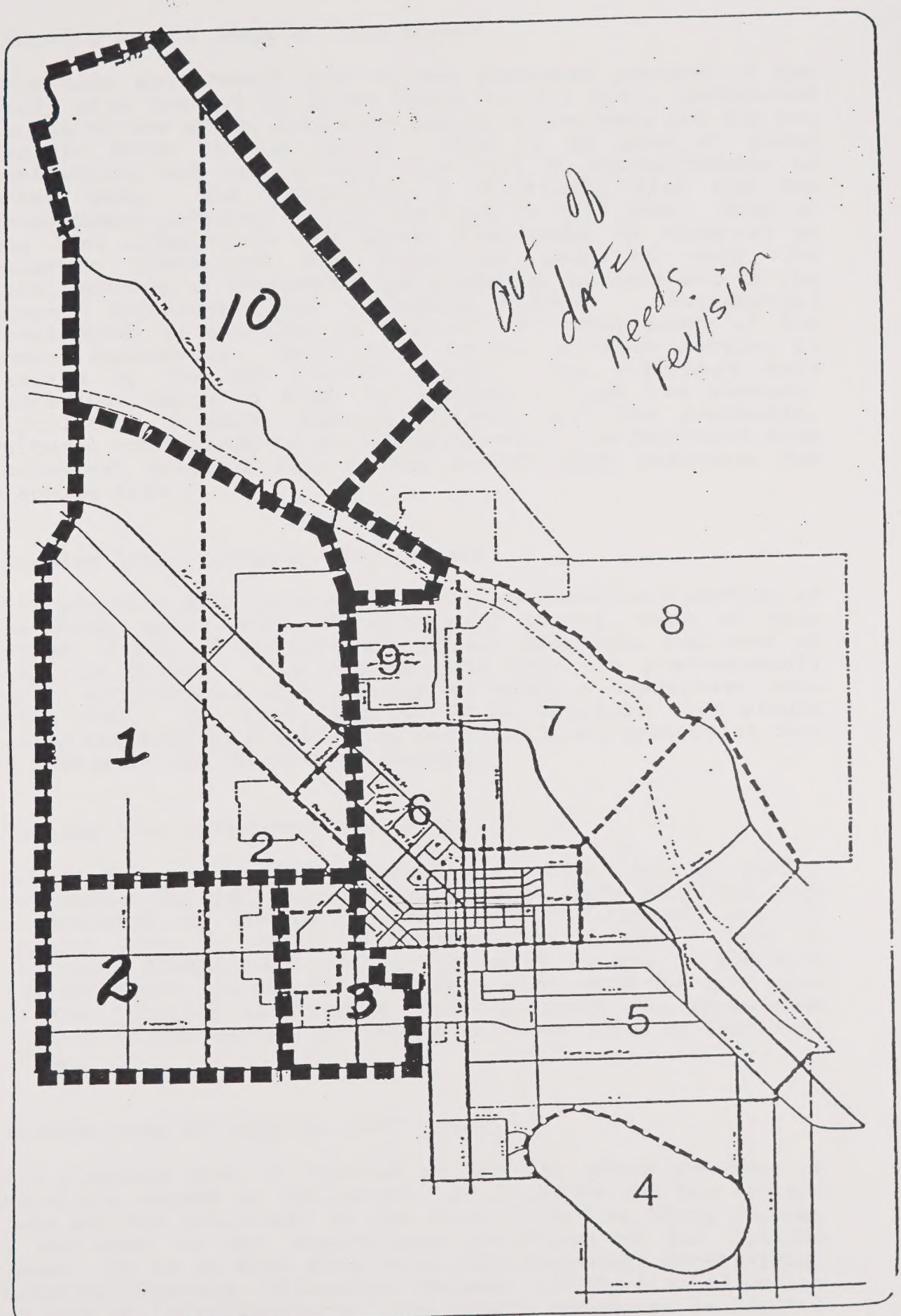


Figure LU-1

CITY OF SAN JACINTO
GENERAL PLAN

1. Planning Area 1 (Approx. 3580 acres)

This area encompasses part of the northwest portion of the study area bounded by State Street to the east, Cottonwood Avenue to the south, Sanderson Avenue to the west and the San Jacinto River to the north. This is an area of rural residential and agricultural uses that is transitioning to urban uses. The topography is relatively flat and the development potential within the area is very good. Much of the land adjacent to the Ramona Expressway is expected to generate commercial and industrial uses as well the intersections at Cottonwood and Sanderson Avenues and at the Ramona Expressway and Sanderson Avenue. Residential development is expected to dominate the area south of the Ramona Expressway. Development in the northern portion is limited by the San Jacinto River. The Northwest Area Conceptual Specific Plan has adopted a Land Use Element, Circulation Element, Hazards Element, and the Aesthetic, Cultural and Recreation Resources Element. The Northwest Area Conceptual Specific Plan is the general plan reference for Planning Area 1.

2. Planning Area 2 (Approx. 1224 acres)

This planning area is located in the southwestern portion of the study area south of Cottonwood Avenue, west of Palm Avenue, north of Commonwealth Avenue extended, and east of Sanderson Avenue. The current area uses are predominately rural agricultural and residential with a transition into urban uses. The area is expected to develope with single family residential subdivisions with ancillary commercial uses at Sanderson and Cottonwood Avenues.

3. Planning Area 3 (Approx. 530 acres)

Except for a mobilehome park and some single family development in the northeastern portion, this planning area is dominated by industrial uses. It is located east of Planning Area 2, north of Commonwealth Avenue, south of Cottonwood Avenue, and west of Santa Fe Avenue. Important considerations include the interface with adjacent land uses and the location of a major regional park and recreation facility in the western portion of the area north of Esplanade Avenue.

4. Planning Area 10 (Approx. 3387 acres)

This planning area is located at the far north boundary of the city's sphere of influence. It includes the San Jacinto River and the hillsides to the north, west of State Highway 79 and east to the approximate extension of San Jacinto Avenue. It is an area with major developmental constraints, including flooding, hillsides, seismic zones, limited access and lack of infrastructure. The growth potential is limited to small scale developments.

1. Planning Area 1 (3,821 acres). This area comprises the western portion of the study area, i.e., from Lyon Street and the northerly extension of Lyon Street to the western border of the City's sphere of influence. This area consists of hillside areas north of Highway 79 which have an extremely low development potential and rural residential/agricultural areas south of Highway 79. The General Plan calls for a continuation of the status quo with most future development limited to rural residential uses. Toward the end of the planning period commercial development adjacent to the intersection of Sanderson Avenue and Cottonwood Avenue can be expected.

2. Planning Area 2 (856 acres). This planning area is located in the southwestern portion of the study area east of Planning Area 1 and south of DeAnza Drive. It is an area of rural residential and agricultural uses which are transitioning to urban uses. The area is expected to be fully developed, principally with single-family residential subdivisions, including ancillary commercial uses, by the end of the planning period. The interface between residential and industrial uses is an important planning consideration in the eastern portion of this planning area.

3. Planning Area 3 (365 acres). This planning area contains nearly all of the industrial development with San Jacinto. It is located east of Planning Area 2 and includes property adjacent to both sides of State Street. Future development is planned for light industrial and business park uses. Important planning considerations include the interface with adjacent land uses and the location of a major county park and recreation facility in the western portion of the area north of Esplanade Avenue.

4. Planning Area 4 (361 acres). This planning area comprises the privately owned property known as Park Hill in the southeast portion of the study area. Much of this area is subject to hillside regulations, although portions of the area are suitable for typical low density residential subdivisions. Limited development of single-family residences is anticipated within the planning period.

5. Planning area 5 (2,864 acres). This planning area comprises the entire southeastern portion of the study area, excluding Park Hill. It consists primarily of agricultural uses which are rapidly transitioning to urban uses. Extensive new development is anticipated within the planning period. Large ownerships within this area make it especially well-suited for the use of specific plans. Development is expected to include several major mixed use projects which will include a range in housing types and ancillary commercial development. The designation of Esplanade Street/Commonwealth Avenue as the major east/west connector, coupled with commercial development adjacent to the Ramona Expressway, will help stimulate development in this area. Planning concerns include provision for adequate vehicular access, flood control, and provision of the necessary infrastructure.

   Notwithstanding the medium density designations within this area, the area is conceived as having development compatible with and similar to

single family uses. All development shall be limited to two stories in height and each individual unit shall have a ground floor main entrance. These requirements are waived for areas immediately adjacent to a commercial designation.

6. Planning Area 6 (919 acres). This planning area is the established business and residential portion of San Jacinto. It includes the downtown commercial area, municipal offices, and the high school. Major planning issues include infill development, the transitioning of single-family areas to multi-family uses, preservation of historic structures, the need for adequate parking and vehicle circulation, and increased business activity.

7. Planning Area 7 (840 acres). This planning area is located north of Planning Areas 5 and 6 and is bordered on the north by Soboba Road. The area is primarily agricultural and is subject to flooding. In addition it lacks infrastructure and adequate access. Limited low density residential development is anticipated especially in the southern portion of the area. This area has been given a low priority for development within the planning period.

8. Planning Area 8 (1,847 acres). This area consists of large tracts of steep, essentially undevelopable property in the northeastern portion of the study area. Future development will be limited to low density residential projects on select sites. Very little development is anticipated in this area within the planning period.

9. Planning Area 9 (532 acres). Mount San Jacinto College and the area adjacent to the College comprise this area. This area is targeted for rapid growth.

10. Planning Area 10 (2,509 acres). This planning area includes the remaining hillside areas in the northern portion of the study area as well as agricultural and rural residential lands east of Planning Area 1. It is an area with major development constraints, including flooding, hillsides, limited access and ~~lack~~ of ~~infrastr~~ucture. The area's development potential within the planning period is limited to small scale commercial development at major intersections (eg., Potter Road and the Ramona Expressway and at Young Street/State Street). Some medium density development is also located adjacent to Young Street.

C. Issues

Issues and findings concerning specific issues that provided direction in the selection of a land use plan to guide the City over the next 15 to 20 years -re divided into two sections: Problem Identification and Assessment of Needs and Conditions. Detailed information concerning all of the issues raised in these sections can be found in the General Plan Survey Report.

1. Problem Identification

a. Multi-family development in Planning Area 6 permitted in areas which are now predominantly single family with strong neighborhood

identification. The viability and stability of these neighborhoods is likely to be adversely affected in areas where multi-family development has begun.

b. School yard areas have been designated as one source of community open space.

c. Entry points to the City from San Jacinto Avenue, Highway 79, the Ramona Expressway, Cottonwood Avenue, and Esplanade Street are not clearly defined.

d. Land use incompatability exists where commercial uses abut residential uses in Planning Area 6. Intensification of commercial uses, particularly in "strip" development patterns, negatively impact neighborhoods because of increased traffic, inadequate parking, odors and noise.

e. Growth of the older developed commercial uses in the Downtown Commercial area is limited by inadequate parking and insufficient available land area for expansion.

f. There is evidence of older commercial buildings in the Downtown Commercial area in need of rehabilitation and/or repair.

g. The recent increase in population and building in the City has resulted in adverse impacts on the City's ability to continue providing adequate levels of service.

2. Needs and Conditions

a. Although water supply sources are adequate and there is available capacity for solid and liquid waste disposal, substantial capital investment is required in the City's sewerage system and water system facilities to meet projections for the extensive development expected within the planning period.

b. Flood control facilities, maintenance, and planning needs to be continually monitored to help reduce the potential for flood damage.

c. Population and housing trends have been identified as follows:

- A substantial amount of new development has been single-family residences and mobile home parks.

- Multi-family development has occurred on scattered sites throughout the City.

- The current age range in the City is split roughly in thirds between the 0-19, 20-54, and 55+ age groups, which is expected to be reflective of future trends (with some increase in the number of elderly).

- Extensive single-family residential development is anticipated over the next 15-20 years.

- The number of elderly households within San Jacinto grew nearly 13% between 1970 and 1980 and can be expected to continue to grow.

- Maximum buildout of land within the City limits currently zoned for residential use would result in an increase of over 16,500 units.

- The average number of persons per household decreased from 2.71 persons per household in 1970 to 2.57 persons per household in 1980, in part due to an increase in the total number of single person households.

d. Expansion of commercial land uses.

e. The Redevelopment Plan shall provide the direction for land-use planning in those areas defined as redevelopment project areas, including the Downtown Commercial area as well as many other portions of Planning Area 6.

f. Development of manufactured housing mobile-home subdivisions needs to be controlled and not encouraged in all low-density residential areas.

g. Comprehensive planning for public facilities and infrastructure is required.

h. The costs for new public facilities and infrastructure should be born by those developments generating the need rather than by the existing community.

i. Preservation of historic structures is needed, especially in the downtown area.

D. Goals

1. CONTINUED GROWTH PROVIDING A RANGE OF EMPLOYMENT AND HOUSING OPPORTUNITIES, WHILE ESTABLISHING A STRONGER AND MORE DIVERSIFIED ECONOMY.

2. CONSTRUCTION, MAINTENANCE, AND FUTURE PROGRAMMING FOR A COMPREHENSIVE SYSTEM OF UTILITIES AND OTHER PUBLIC SERVICES NECESSARY TO THE PROPER FUNCTIONING OF THE CITY.

E. Land Use Policy

1. Land Use Policy Map

This General Plan defines land use policy for the City through this Element and the General Plan Land Use Policy Map (see Figure LU-2 at the end of this report). A large scale version of this map is available at the City Planning Office.

The Land Use Policy Map describes the general pattern of land uses at buildout of the entire City as well as areas which are within the City's Sphere of Influence.

Although the Land Use Policy Map presents land use categories covering the entire City and Sphere of Influence, the expected time frame for the Plan is limited to the Year 2005. The Plan assumes that approximately 25% of the present vacant areas (excluding essentially undevelopable hillside areas in the northern portion of the community and San Jacinto River) or about 2,500 acres will be developed within the next 20 years. Circumstances of owner intent, interest rates, market demand, and many other variables will affect this process. The Land Use Policy Map should be interpreted as a general guide only; it, along with the written policies and guidelines expressed in this Element, are intended to direct the amount and define the type and relationships between the various land uses.

The classifications shown on the Policy Map are for general plan purposes only and are, therefore, not as detailed as those found on a zoning map. State law requires that the City's zoning be consistent with its General Plan; however, it is often common to have more than one zoning classification covered under a single General Plan designation.

2. Specific Plans/Planned Development - Projects Greater Than 5 Acres or 50 Dwelling Units

A key feature of the City's Land Use Policy is the use of Specific Plans. The City has adopted the use of the Specific Plan concept as a way of expediting the implementation of General Plan Goals and Policies. Specific Plans are used in two basic ways:

- to encourage and speed the processing of large-scale private developments, and

- to target certain areas of the City ~~with particular planning~~ needs.

The use of the Specific Plan concept is an integral part of the Land Use Element and is intended to help insure that potential development is in keeping with General Plan Goals and Policies. The discussion which follows describes in more detail how Specific Plans will be utilized.

Specific Plans can significantly reduce the processing time for tentative maps, zone changes, and environmental review. Because a targeted area is analyzed in detail and development standards are set, there is no need for other design reviews once the tentative map is approved. A developer's uncertainty about whether a project will be approved is also lessened since a local legislative body must set its priorities for appropriate land uses when the Specific Plan is formulated. Because the location and size of capital facilities and public improvements have already been decided, a developer knows from the outset how to design a project to take the greatest advantage of the area.

EXHIBIT "B"

E. Land Use Policy

Add the following paragraphs to the end of E.1. on page LU-7

GENERAL PLAN - LAND USE ELEMENT

Studies have been made nationwide to provide information on which to base recommendations for types and percentages of land use to insure that the community will be balanced and provide for needed public facilities. The studies have been conducted by the American Planning Association and published by the Urban Land Institute. The recommended land-use percentages are as follows:

Residential	46 - 50%
Commercial	7 - 9%
Industrial	12%
Public Use	31 % (includes streets, parks, schools, etc.)

It is important to realize the entire city as a whole for determining the most appropriate arrangement of land uses. The APA studies mentioned above are more appropriately assessed on a Citywide basis.

The Northwest Improvement Plan analyzes not only the percentage of each land use, but also approximates population and student generation for the purpose of determining the need for park and school facilities.

LEVEL OF SERVICE - DEFINITIONS*

Service Level	General Definition	Freeways Criteria for measurement: Density (cars per lane-mile)	Arterials Criteria for measurement: Average travel speed (mph)
A	Free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.	Free flow operations. Average travel speeds near 60 mph generally prevail on 70-mph freeway elements. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The average spacing between vehicles is about 440 ft, or 22 car-lengths, with a maximum density of 12 cars/mi/ln. The effects of minor incidents or breakdowns are easily absorbed at this level. Although they may cause a deterioration in LOS in the vicinity of the incident, standing queues will not form, and traffic quickly returns to LOS A on passing the disruption.	Primarily free flow-operations at average travel speeds usually within 90 percent of the free flow speed. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.	Reasonably free-flow conditions, and speeds of over 57 mph are maintained on 70-mph freeway elements. The average spacing between vehicles is about 260 ft, or 13 car-lengths, with a maximum density of 20 cars/mi/ln. The ability to maneuver within the traffic stream is only slightly restricted. The effects of minor incidents and breakdowns are still easily absorbed, though local deterioration in service would be more severe than for LOS A.	Unimpeded operations at average travel speeds usually within 70 percent of the free flow speed. The ability to maneuver within the traffic stream is slightly restricted and stopped delays are not bothersome.
C	Stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.	Stable operations, but flows approach the range in which small increases in flow will cause substantial deterioration in service. Average travel speeds are still over 54 mph. Freedom to maneuver within the traffic stream is noticeably restricted at LOS C, and lane changes require additional care and vigilance by the driver. Average spacings are in the range of 175 ft, or 9 car-lengths, with a maximum density of 30/cars/mi/ln. Minor incidents may still be absorbed, but the local deterioration in service will be substantial. Queues may be expected to form behind any significant blockage. Additional vigilance by driver required for safe operation.	Stable operations. Ability to maneuver and change lanes in midblock locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free flow speed.

Specific Plans are most applicable for Planning Areas 2, 3, 5 and 9, i.e., those areas within which the greatest amount of new development will occur during the plans 20 year time frame.

The use of specific plans (Planned Community Developments) is required for all projects for 100 acres or more. For projects between 5 acres (or 50 or more dwelling units) and 100 acres Planned Unit Developments (see San Jacinto Zoning Ordinance) are recommended. As an incentive to encourage the use of Planned Development, a density bonus of 10% additional dwelling units over the designated net maximum number allowed within the applicable General Plan Land Use category is included as part of the plan. The relationship of General Plan Land Use densities to residential land use category and allowable densities if a Planned Development is used are presented on Table LU-1.

The State Office of Planning & Research describes the contents of a Specific Plan as follows:

> "A Specific Plan must include all detailed regulations, conditions, programs, and proposed legislation which shall be necessary for the systematic implementation of each element of the General Plan (Government Code Section 65451)."

It must also show existing and proposed land uses by parcel. The section goes on to require that a Specific Plan include regulations, conditions, programs, and proposed legislation regarding:

- the location of and standards for land uses, buildings, and facilities;
- the location of and standards for streets, roads, and other transportation facilities;
- standards for population density and building intensity and provisions for supporting services;
- standards for the conservation, development, and use of natural resources;
- provisions for implementing the open space element; and
- other appropriate measures.

The content of the Specific Plan or Planned Development would be prepared by a project developer, consultant, or City staff and be subject to City review and municipal legislative approval.

3. Land Use Policy for Parcels of Less than 5 Acres or Less than 50 Dwelling Units

Small scale residential developments are not usually subject to the Specific Plan or Planned Development requirements. The General Plan strongly encourages the development of smaller projects, especially as infill in currently urbanized portions of the community. Several General Plan Policies directly address the construction of small scale projects, including (4) elimination and prevention of blight, (6) encouraging infill development, (8) maintaining the small town

GENERAL PLAN AMENDMENT 2-92

EXHIBIT "A"

TABLE LU-1

GENERAL PLAN
NET DWELLING UNIT DENSITIES

Land Use Category	Maximum Net Dwelling Units Per Acre
Rural Residential	2
Low Density Transitional	4
Low Density Residential	5
Medium Density Residential	14
High Density Residential	25

This Table is based on net land area. The actual number of dwelling units per acre for a given land use policy category is conditioned by several factors. The "net" land area (i.e., that area on which residences are actually located) does not include existing public streets or any general plan streets, floodways, or utility corridors but would include privately held recreation facilities, (e.g., swimming pools, recreation buildings, golf courses, etc.) and private streets if such facilities are used and maintained exclusively for the residents of a specific residential project and were not commercial in nature.

The actual densities for any given development may vary depending on the size, configuration, and environmental factors associated with a particular site. Maximum densities may be rounded to the nearest tenth (0.0) of the dwelling unit.

The actual number of dwelling units allowable on any given site or specific development is dependent on the property's zoning.

GENERAL PLAN AMENDMENT 2-92

EXHIBIT "B"

4. LAND USE DESIGNATIONS

The Community Development Element designates nine categories of land use. These include four categories of varying densities of residential use, two categories of commercial use, an industrial category, an open space category and a public facilities category.

A. Residential Land Use

Four residential land use designations are defined to meet Plan policies for housing, rural residential, low density, medium density, and high density.

1. **Rural Residential** (maximum 2 units per net acre). These units are designated for very low density development. It comprises an area of small agricultural operations and rural-oriented residences. Many residents of these areas keep horses and other farm animals.

2. **Low Density Transitional** (2.1 to 4.0 units per net acre). This designation proposes densities which range from a low similar to rural residential to a high similar to traditional low density residential. It allows the combination of rural densities and uses with traditional single family uses. In this designation large animals will be allowed on lots that are 20,000 square feet or larger even though the site may be zoned R-1. Additionally, this designation provides for transitional zoning between rural and higher intensity urban uses. For example, within this designation the density would be lower adjacent to rural residential while progressing to higher density in closer proximity to the tradition low density designation. This would result in compatibility of land use and minimize land use conflicts.

3. **Low Density Residential** (2.1 to 5.0 units per net acre). Areas designated low density residential area generally for single-family detached residential development. The designation is defined for areas currently developed in this matter that have established a strong neighborhood identification. Ancillary neighborhood commercial uses may also be included in this area if they are directly linked to large scale residential developments.

4. **Medium Density Residential** (5.1 to 14.0 units per net acre). This land use designation applies to areas in which maximum development densities are allowed up to 14.0 units per acre. Housing types within the designation include single-family detached units, duplexes, triplexes and four-plexes. The designation defines those areas develop to medium densities that wish to preserve as lower density character and appearance as well as those areas in which new residential development is anticipated.

5. **High Density Residential** (14.1 to 25.0 units per net acre). This designation accommodates a variety of multi-family housing types including garden style units and townhouses.

b. Commercial Land Use

Two commercial land use designations are defined to meet Plan policies for commerce in the City. Future commercial development is expected to serve local residents as well as expand the employment base in the City.

1) Community Commercial. The community commercial designation provides for a broad range of retail and service commercial activities at varying densities. The majority of commercially designated land is in this land use category.

2) Downtown Commercial. The Downtown Area is designated on the Land Use Policy Map for the purpose of developing a central, focal downtown area. The intent of this commercial designation is to encourage development which will enhance the City's small town character. The downtown area can support a variety of commercial uses with a strong pedestrian orientation. Residential uses are also recognized as appropriate within the downtown area.

c. Industrial Land Use

The Land Use Policy Map has one industrial designation. The designation is intended to accommodate a variety of industrial activities which can co-exist with surrounding land uses and do not generate adverse amounts of pollution.

d. Public Facilities

The public facilities designation is a new Plan designation used to categorize the existing publicly-owned property and facilities. It includes City facilities as well as those of various public utilities and related agencies (e.g., the Eastern Municipal Water District).

e. Open Space

The open space designation includes those areas now providing open space and recreation (i.e. City and County parks) as well as conservation resources (i.e., the San Jacinto River floodway) to the City. City policies call for increased awareness of the importance of open space as population increases and development continues to intensify.

5. Land Use Plan Capacity

An acreage breakdown of the areas illustrated on the Land Use Policy Map (Figure LU-1)is presented on Table LU-2. The total acreage and percent by land use category is given. This table should be updated on a regular basis to reflect General Plan amendments and new development.

Table LU-2 summarizes the acreage designated to each land use category of the Plan. Approximately 56% of the total land area of the City is designated for residential land use, 21% for commercial use and 10% for industrial use.

character of the community, (11) constant review of the supply of vacant land and consideration of strategies that encourage infill, (12) encouragement of innovative homebuilding techniques, (14) buffering potential land use compatibility problem areas, and (15) providing for a range of housing types.

Development projects will be reviewed on a case by case basis to determine their conformance with the requirements and intent of the General Plan.

4. Land Use Designations

The Community Development Element designates nine categories of land use. These include four categories of varying densities of residential use, two categories of commercial use, an industrial category, an open space category and a public facilities category.

a. Residential Land Use

Four residential land use designations are defined to meet Plan policies for housing, rural residential, low density, medium density, and high density.

1) Rural Residential (maximum 2.0 units per net acre). These units are designated for very low density development. It comprises an area of small agricultural operations and rural-oriented residences. Many residents of these areas keep horses and other farm animals.

2) Low Density Residential (maximum 5.0 units per net acre). Areas designated low density residential are generally for single-family detached residential development. The designation is defined for areas currently developed in this matter that have established a strong neighborhood identification. Approximately 3,600 acres of vacant land are designated for low density residential development. Ancillary neighborhood commercial uses may also be included in this area if they are directly linked to large scale residential developments.

3) Medium Density Residential (maximum 14.0 units per net acre). This land use designation applies to areas in which maximum development densities are allowed up to 15.0 units per acre. Housing types within the designation include single-family detached units, duplexes, triplexes and four-plexes. The designation defines those areas developed to medium densities that wish to preserve a lower density character and appearance as well as those areas in which new residential development is anticipated.

4) High Density Residential (maximum 14.0+ units per net acre). This designation accommodates a variety of multi-family housing types including garden style units and townhouses.

Table LU-2
LAND USE PLAN SUMMARY

Land Use	City		Sphere of Influence		Total Planning Area	
	#	%	#	%	#	%
Residential						
Rural Residential/ Agriculture	38	1.0	5,542	45.8	5,580	34.5
Low Density	974	23.9	2,304	19.1	3,278	20.2
Medium Density	1,065	26.1	-	-	1,065	6.6
High Density	198	4.8	118	1.0	316	2.0
Total (Residential)	2,275	55.8	7,964	65.9	10,239	63.3
Commercial						
Community Commercial	795	19.5	144	1.2	939	5.8
Downtown Commercial	58	1.4	-	-	58	0.4
Total (Commercial)	853	20.9	144	1.2	997	6.2
Light Industrial	396	9.7	70	0.6	466	2.9
Public/Institutional	308	7.6	38	0.3	346	2.1
Open Space	245	6.0	3,872	32.0	4,117	25.5
Total Area	4,077	100.0	12,088	100.0	16,165	100.0

Source: CBA (7/11/85)

The housing stock could increase by over 5,600 units during the next 15 to 20 years. The increase would be primarily in single-family units as shown in Table LU-3. The future housing stock will be a mixture of unit types but predominantly single-family.

Table LU-3
FUTURE HOUSING STOCK POTENTIAL (2005)

	1984 Existing	Demolitions	New Construction	Future Stock (2005)
Single-Family	2,029	46	3,900	5,880
Multi-Family	723	23	1,100	1,800
Mobile Home	546	35	600	1,110
Total	3,098	104	5,600	8,790

out of date needs revision

The anticipated population of the Planning Area by the year 2000 is 24,000 persons based on an assumption of 2.57 persons per unit as shown on Table LU-4.

Table LU-4
ANTICIPATED POPULATION 2005

1984 Population	9,900
Population Increase (new construction)	14,300
Population Decrease (demolition)	200
Total Future Population	24,000

out of date needs revision

6. Policies

A. Land Use

1) Promote growth, development and redevelopment that recognizes the costs, benefits and trade-offs, both social and economic, of the capacities of the natural and man-made environment of the City.

2) Continue to encourage and support an adequate level of public services to meet the needs of the existing and future planned population.

3) Encourage the assembly and preservation of large land parcels to facilitate economically viable commercial and industrial development and redevelopment.

4) Continue to encourage the elimination and prevention of the spread of blight in deteriorating areas through the redevelopment planning process, with special consideration given to the downtown commercial area in Planning Area 6 and the industrial area (Planning Area 3).

5) Encourage only those land uses that meet the goals, objectives, policies and intent of the General Plan.

6) Continue to encourage the infilling of vacant lots within developed portions of the City (Planning Area 6).

7) Continue to encourage new development in areas adjacent to urbanized portions of the community with special consideration being given to the southeastern portion of the City (Planning Area 5) and the area adjacent to Mt. San Jacinto College (Planning Area 9).

8) The small-city character of San Jacinto shall be maintained by encouraging a strong interface between new development and existing development.

9) The long and short term cost/revenue implications of proposed development shall be considered in conjunction with adopted General Plan policy.

10) The City of San Jacinto shall support the City of Hemet in its efforts to maintain the Hemet-Ryan Airport as a viable operation.

11) The supply of vacant land within the City shall be reviewed to consider development strategies that encourage infill in support of General Plan Goals, with Planning Area 6 targeted for priority over other planning areas.

12) Homebuilders shall be encouraged to suggest innovative housing techniques which meet the City's housing objectives and provide adequate housing in more effective ways.

13) The use of privately initiated Specific Plans shall be encouraged for all large-scale planned developments.

14) Buffering to prevent potential land use incompatibilities between industrial and commercial areas and other land uses shall be given special consideration.

15) A range of housing types shall be encouraged in low-density residential areas.

16) The City shall encourage development in the downtown area in Planning Area 6 which will enhance the distinctive character of San Jacinto and provide goods and services not found elsewhere in the City or surrounding region.

17) Construction of a bridge across the river at Mountain Avenue shall be given a high priority.

18) Existing agricultural uses shall be permitted to remain in agricultural use at the owner's discretion. Transition of agricultural to more urbanized uses is expected and consistent with City objectives for the future.

19) Special consideration shall be given to the interface between dairy farms and the areas adjacent to them because of their incompatibility with residential and related urban uses.

20) Public safety considerations (e.g., construction on active fault lines, within the floodway, on potentially unstable soils, etc.) shall take precedence over all General Plan Policies and Programs, including density designations.

21) When not incompatible with existing or anticipated residential development, interim uses may be permitted. Examples of interim uses are mining operations or limited commercial ventures in agricultural areas. Interim uses proposed for longer than 12 months should be subject to the review of the Planning Commission.

B. Infrastructure

1) Water

a) Maintain and expand existing facilities as needed to meet future growth.

b) Be responsive to needs of the entire community as well as its larger region. Where assessment districts exist no new duplicative assessment to be imposed.

2) Sewer

a) Maintain and expand existing facilities as needed to meet future growth.

b) Discourage the use of septic tank sewage systems community-wide.

c) Be responsive to needs of the entire community as well as its larger region. Where assessment districts exist no new duplicative assessment to be imposed.

3) Flood Control Facilities

a) Maintain, monitor, and expand flood control facilities as needed.

b) Relief of existing flooding problems in and adjacent to developed areas shall have priority in the City's Capital Improvements Program over construction of new flood control systems to permit new development.

4. Solid Wastes

a) Monitor the removal and disposal of solid wastes.

5. Communications

a) Monitor facilities to ensure capacity is sufficient to meet future and existing needs.

7. Implementation Program

a. General

1) Implementation of General Plan Goals and Policies shall be reviewed annually. This will include an assessment of the relationship between general plan land use designations and existing land use at the time of the review.

2) The City will establish a formal liaison with adjacent jurisdictions, i.e., Riverside County and the City of Hemet for the purpose of evaluating the effects of each jurisdiction's land use planning activities on contiguous areas.

3) The supply of vacant land within the City shall be annually reviewed to consider change of zoning in support of general plan goals and policies.

4) The City shall continually refine population growth forecasts to insure adequate planning for anticipated increased levels of sewage, water, and other necessary community services.

5) Enhancement of the City's image shall be undertaken by the establishment of City entrances and development of unified streetscapes.

6) Mixed-use development which can demonstrate superior use of land, more efficient utilization of public facilities, and more effective conservation of natural resources shall be strongly encouraged by the City of San Jacinto.

7) Continue strict adherence with the City's adopted sign ordinance.

8) New development will be encouraged in areas adjacent to urbanized portions of the community. Where appropriate annexation to the City shall be actively pursued.

9) The City shall identify areas of environmental concern (e.g., steep slopes, flood prone areas, geologic hazards, archaeologic/historic sites, etc.) and require special development review and controls before approval of any new constructions therein is granted. See Hazards Management and Natural Resources Element.

10) Implement the California Environmental Quality Act (CEQA) through local ordinance to ensure land use compatibility.

b. Specific Plans

1) Specific plans shall be encouraged for all major development projects (see Subsection D.2 Specific Plans).

c. Hillside Areas

1) Hillside areas in the northern portion of the City shall be targeted as a zone of special environmental concern. Specific factors to be considered include slope stability, fire hazard, access potential, and utility availability (see Hazards Management Element).

d. Land Use Categories

Note: Implementation policies and implementation features for residential development are contained in the Housing Element.

1) Development of retail and general commercial uses shall be encouraged.

2) Commercial areas along Main Street, San Jacinto Avenue, State Street, and Ramona Boulevard, shall be given special consideration to prevent "strip-commercial" type development.

3) Measures to reduce potential land use incompatibility between commercially designated areas and all other plan areas will be given special consideration. Specific features could include increased setbacks, walls, berms, and landscaping.

d) Include in the City's Capital Improvement Program the entire community as well as be responsive to areas contiguous to the City's corporate boundaries in which new growth and development are anticipated to occur.

e) Provide adequate sewage facilities through aforementioned methods to discourage use of septic tank sewage systems.

f) Coordinate City activities with appropriate agencies to avoid duplication of service and costs.

3) Flood Control Facilities

a) Maintain, monitor and expand facilities based upon an adopted City Capital Improvement Program which is reviewed annually.

4) Solid Waste

a) Provision of services shall be based upon an adopted City Capital Improvement Program which is to be reviewed annually.

4) Revitalization of the downtown business district should be principally achieved through the financial and legal cooperation of local merchants/owners and the City.

5) Proposed commercial development is encouraged as in-fill development within existing commercial areas.

6) Industrially designated areas shall include specific "industrial park" type development standards and guidelines.

7) Buffering to prevent potential land use incompatibilities between industrial areas and other areas shall be given special consideration. Specific features could include increased setbacks, walls, berms, and landscaping.

e. Infrastructure

1) Water

a) Extend water services within the City limits based upon an adopted City Council Improvement Program which is reviewed annually.

b) Include consideration of special water assessment districts in financing capital improvements.

c) Financing and maintenance costs of new facilities shall be the primary responsibility of the new users.

d) Include in the City's Capital Improvement Program the entire community as well as be responsive to areas contiguous to the City's corporate boundaries in which new growth and development are anticipated to occur.

e) Commitment of public funds to provide necessary off-site improvements for development of vacant private property will consider service cost and revenue tradeoff.

f) Coordinate City activities with appropriate agencies to avoid duplication of service and costs.

2) Sewer

a) Extend sewer services as needed within the City limits based upon an adopted City Capital Improvement Program to be reviewed annually.

b) Include consideration of special sewer assessment districts in financing capital improvements.

c) Financing and maintenance costs of new facilities shall be the primary responsibility of new users.

San Jacinto General Plan Noise Element

Appendix A

Appendix A

Plan Noise Element

San Jacinto General

SAN JACINTO - NOISE ELEMENT
APPENDIX

1.0 METHODOLOGY

The noise environment in San Jacinto was determined through the employment of a comprehensive noise measurement survey of existing noise sources and incorporating these results into computer noise models. The noise environment is commonly depicted in terms of lines of equal noise levels, or noise contours. The following paragraphs detail the methodology used in the measurement survey and computer modeling of these results into noise contours.

1.1 Measurement Procedure

Eleven sites were selected for measurement of the noise environment in San Jacinto. A review of noise complaints and identification of major noise sources in the community provided the initial base for development of the community noise survey. The measurement locations were selected on the basis of proximity to major nose sources and noise sensitivity of the land use. The measurement locations are depicted in Figure 2.

The noise measurement survey utilized Digital Acoustics Model 607P Version 3 automated digital noise data acquisition system. This instrument automatically calculate both the Equivalent Noise Level (LEQ) and Percent Noise Level (L%) for any specific time period. The noise monitors were equipped with General Radio Model 1962-9610 1/2 inch electret microphones and General Radio Type 9600 preamplifers. The system was calibrated with a General Radio Model 1562-9710 (S/N 889) calibrator with calibration traceable to the National Bureau of Standards. Calibration for the calibrator is certified through the duration of the measurements by General Radio with certification number RN5619. This measurement system satisfies the ANSI (American National Standards Institute) Standards 1.4 for Type 1 precision noise measurement instrumentation.

1.2 Computer Modeling.

The traffic noise levels projected in the Noise Element were computed using the Highway Noise Model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, December 1978). The FHWA Model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the traffic noise level. The traffic data used to project these noise levels are derived from Circulation Element for the City. The traffic mixes and time distributions are presented in Table 1. The traffic mix data for the roadways is based on measurements for roadways in Southern California and are considered typical for arterials in this area. The traffic mix for the State Route 79 are derived from Caltrans data specific for this arterial.

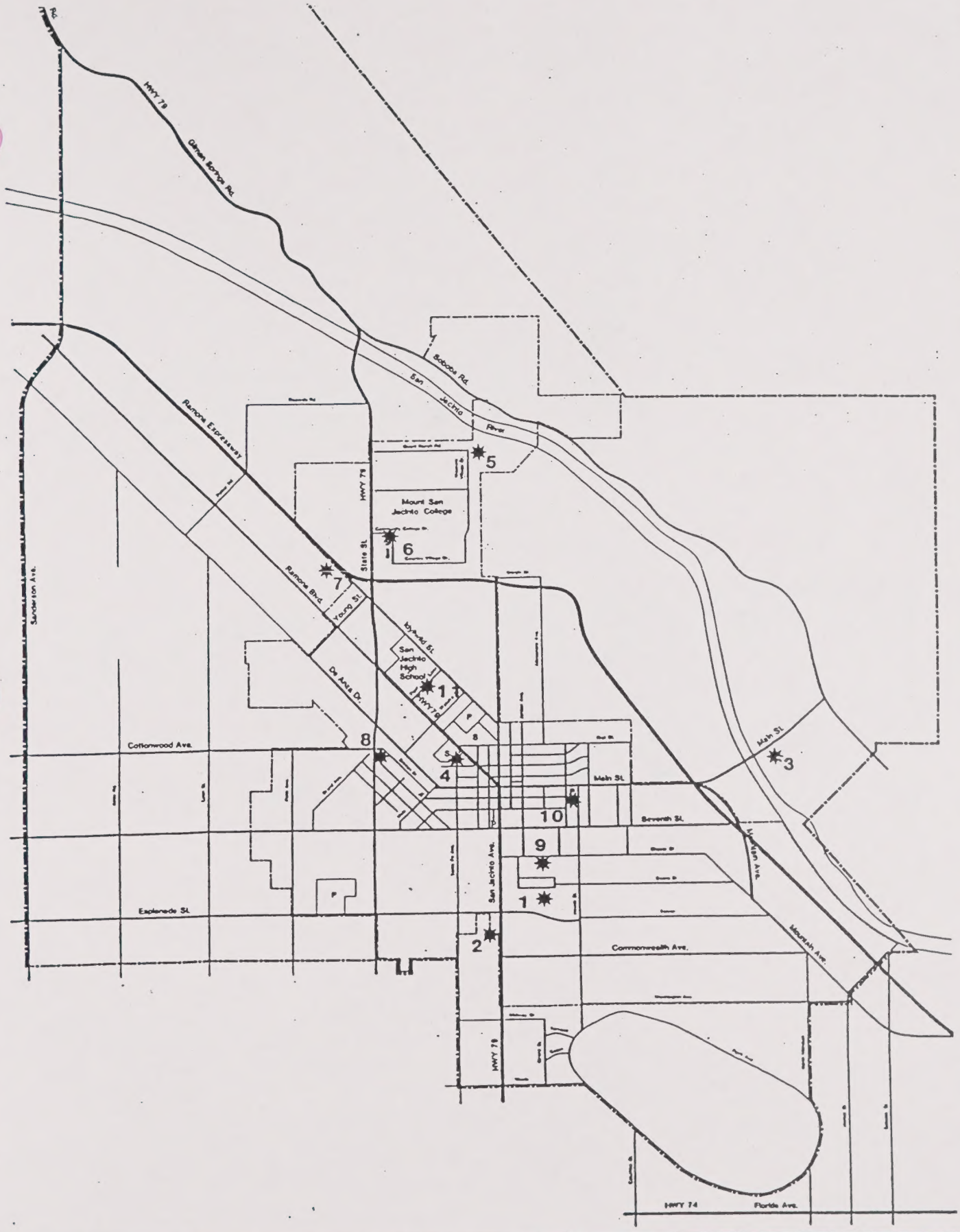


Figure 2

Noise Measurement Locations

CITY OF SAN JACINTO
GENERAL PLAN

north ↑

Appendix B - Master Environmental Assessment

Appendix B -

Water Environmental Assessment

Master Environmental Assessment
Environmental Impact Report

City of San Jacinto
General Plan

APPENDIX B

November 1985

cba

CITY OF SAN JACINTO

GENERAL PLAN

MASTER ENVIRONMENTAL ASSESSMENT
ENVIRONMENTAL IMPACT REPORT

November, 1985

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#360

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I. INTRODUCTION

The Master Environmental Assessment (MEA)/Environmental Impact Report (EIR) of the City of San Jacinto is an analysis of the potential impacts resulting from implementation of the City of San Jacinto Draft General Plan, November, 1985. Due to the fact that growth is likely to occur in San Jacinto regardless of the implementation of the General Plan, subsequent environmental impacts of this growth cannot necessarily be said to be a direct result of the General Plan. Additionally, any large projects in San Jacinto would be subject to environmental review and controls. Section 15069.6 of the "Guidelines for Implementation of the California Environmental Quality Act of 1970" (Public Resources Code Section 2100, et. seq.) authorizes the preparation of a Master Environmental Assessment by local entities:

> A public agency may prepare a master environmental assessment, inventory, or data base for all, or a portion of, the territory subject to its control in order to provide information which may be used or referenced in EIRs or Negative Declarations.

The primary purpose of the MEA/EIR is to provide a single data resource document to be used in preparing an updated General Plan. Other uses of the MEA outlined in the "State EIR Guidelines" include:

- the identification of environmental characteristics and constraints of an area. This information can be used to influence the design and locations of individual projects;
- provision of information to agencies for use in initial studies to decide whether certain environmental effects are likely to occur and whether certain effects will be significant;
- use of relevant portions of a master environmental assessment for reference and summary on EIRs and Negative Declarations;
- identification of long-range, area wide, and cumulative impacts of individual projects proposed in the area covered by the assessment; and
- use as a reference document to assist public agencies which review other environmental documents dealing with activities in the area covered by the assessment.

This MEA/EIR adopts by reference the entire City of San Jacinto Draft General Plan November, 1985 and the City of San Jacinto General Plan Survey Report, June, 1985. Additionally, this MEA/EIR incorporates those issues from the Issues and Goals Report relating directly to anticipated environmental impacts resulting from this project.

Relevant reports and other reference materials from which data or conclusions contained in this document have been drawn are listed in Section VII "References".

The State's adopted Guidelines require that each EIR must contain certain areas of description and analysis. The following lists areas of particular importance and the corresponding sections in this EIR:

Required Description and Analysis	Section of EIR
1. Summary (Section 15123 of Guidelines)	Section II
2. Description of Project (Section 15124 Guidelines)	Section III
3. Description of Environmental Setting (Section 15125 of Guidelines)	Section IV
4. Environmental Impact (Section 15126) a. Significant Environmental Effects b. Effects Which Cannot be Avoided c. Mitigation Measures	Section IV
5. Alternatives to the Proposed Action (Section 15126(d) of Guidelines)	Section V
6. The Relationship Between Local Short-Term Uses of Man's Environment (Section 15126(e) of Guidelines)	Section VI
7. Significant Irreversible Environmental Changes (Section 15126(f) of Guidelines)	Section VI
8. Growth-Inducing Impacts (Section 15126(g) of Guidelines)	Section VI

II. SUMMARY

A. Project Location and Characteristics

The project is a General Plan for the City of San Jacinto, a policy document to direct growth, development and redevelopment over the next fifteen to twenty years. The City of San Jacinto is located in the northwestern portion of Riverside County on Highway 79, approximately thirty-five miles south of the City of Riverside. The town of Hemet lies directly to the south. The General Plan proposes land use intensification in selected areas and projects resulting in an increase in population from 9,900 persons in 1985 to 24,000 by 2005.

The General Plan of San Jacinto contains six elements including: Hazards Management; Natural Resources Management; Aesthetic, Cultural and Recreational Resources; Housing; Circulation; and Land Use. The General Plan has been constructed as a statement of public policies to guide development toward achievement of the following goals:

REQ'D ELEMENTS INCLUDE *

*SAFETY Hazards Management: The reduction and eventual elimination where feasible of all natural and human related hazards to life and public safety within the City of San Jacinto.

*Conservation Natural Resources Management: The preservation, restoration, protection, conservation, and enhancement, where feasible, of all natural resources within the City of San Jacinto.

Aesthetic, Cultural and Recreational Resources: Enrichment of the community by increasing the availability and usefulness of the City's aesthetic, cultural and recreational resources.

*Housing: Ensuring that the housing needs of the area are currently being met and will be provided for in the future.

*Circulation: Provision of an efficient and safe present and future circulation system to satisfy travel demand based upon and correlated with existing and anticipated land use.

B. Environmental Impacts

The environmental impacts anticipated with implementation of the General Plan result primarily from the Plan's proposal for land use intensification. The following briefly summarizes these impacts:

- Air Quality: Intensification of land uses will result in more people, traffic and air emissions. However, according to recommended South Coast Air Quality Management District criteria, the project impacts on air quality by the year 2005 are not expected to be significant due to improvements in emission controls and performance of newer cars. In addition, completion of the Ramona Expressway will channel traffic around the City, thereby generating less pollutants than the present case of stop and go traffic on City streets.

° Noise: The primary source of noise in the City of San Jacinto are motor vehicles. With land use intensification and more traffic, noise levels are expected to increase through implementation of the General Plan. However, estimates of the increase in community noise exposure are not expected to be significant.

° Public Services: The increase in population proposed by the General Plan will require capital improvements to meet expected demands. Projects will be assessed on a case-by-case basis to determine appropriate actions to mitigate impacts.

° Circulation: Analysis of the traffic and circulation impacts of the proposed land uses will result in an increase of daily vehicle trips spread throughout the City. However, once the Ramona Expressway and other local and regional traffic improvements are completed, this increase will be adequately accommodated. Ongoing traffic studies are conducted by the City to develop traffic circulation improvements to mitigate impacts of the projected increased traffic levels. The increase in vehicular generated trips is not expected to result in significant adverse effects, assuming implementation of the City's Circulation Plan.

° Housing: Based on population and proposed land use policy under the General Plan, 5,600 new housing units will be needed in the City of San Jacinto by the year 2005. The housing objectives and programs listed in the Housing Element of the General Plan provide programs listed in the Housing Element of the General Plan provided actions to facilitate the development of housing units and mitigate potential impacts resulting from the construction of new units.

° Population: The General Plan projects a population increase from the estimated 1985 population of 9,900 to a total of 24,000 for the year 2005. Key to the development of the General Plan was the provision for anticipated population increases in ways which do not degrade the environment. This concept represents a philosophical basis on which policy decisions were founded. It is the intent of the General Plan to accommodate the population increase without causing significant environmental impacts.

III. PROJECT DESCRIPTION AND SETTING

A. Project Location

The City of San Jacinto is located in the San Jacinto Valley north of Hemet. Founded in 1870, it is the oldest incorporated community in Riverside County. The City remained a stable insulated small town for many years. During the last 30 years, there have been several rapid growth periods. San Jacinto is now in the process of transition from an agricultural community to more urban uses. Despite the changes of the last several years, and the increased development which is expected to continue, large portions of San Jacinto are likely to remain rural over the next 20 years. This is particularly true of the hillside in the northern portion of the City.

B. Project Characteristics

The project is a General Plan. The General Plan is a policy document that is intended to guide growth and development in the City over the next fifteen to twenty years. The potential impacts resulting from implementation of the General Plan will be evaluated in this EIR.

Implementation of the General Plan could potentially result in a population of 24,000, an addition of approximately 14,100 from the 1985 estimated population of 9,900 and a net increase of 5,600 housing units. Intensification of land uses will result in an ultimate development layout of the City characterized by single-family residential uses, as well as additional multi-family development while encouraging preservation of existing stable single-family residential areas.

C. Statement of Objectives

As required by California planning law, each county and city shall prepare and adopt "a comprehensive, long-term general plan for the physical development of the county or city".(1) In fulfillment of this requirement and in the desire to direct and guide growth, the City of San Jacinto is preparing an update of its General Plan. The General Plan as such is a tool for policy direction and cannot in and of itself create the changes proposed within the document. The specific objectives of the General Plan are detailed in the introductory statements of each of the various General Plan elements and in the Plan Goals.

D. Related Projects

San Jacinto projects which facilitate implementation of the General Plan and are closely related include: the capital improvements program, and specific plans. The capital improvements program abets implementation of the General Plan by allowing for and guiding growth. It acts as a primary determinant of the location, intensity and timing of future development. Specific Plans, which can be initiated by either the city or private developers, refine land use policy for discrete areas in detailed terms. These plans tie in with the ultimate goals of the General Plan to direct and channel future growth and development.

IV. ENVIRONMENTAL IMPACTS

A. Introduction

The environmental effects which are anticipated to result in San Jacinto subsequent to the adoption of the General Plan are the direct and indirect consequences of population location, distribution and density; land use intensification and associated increases in air emissions, water consumption, and noise levels; and need for increased public facilities. A more specific description of each of these potential changes can be found under its respective related element of the General Plan. Each area of potential impact is discussed and analyzed individually in the sections which follow and each is addressed according to:

Environmental Setting: Discussion of existing conditions, facilities, services and environment in San Jacinto;

Environmental Impacts: Identification and evaluation of impacts in qualitative and quantitative terms; and

Mitigation Measures: Discussion of measures to minimize adverse environmental effects.

The issues addressed in the EIR are:

- Earth
- Air Quality
- Plant Life
- Noise
- Land Use
- Natural Resources
- Population
- Housing
- Transportation
- Fire Protection
- Police Protection
- Schools
- Parks
- Public Facilities
- Utilities

B. Earth

Environmental Setting: The geologic setting of the planning area is characterized by a broad, relatively flat valley with mountains to the east, south and north, and isolated island-like hills to the west. Mountains and hills are generally composed of granite with the exception of Park Hill in the southeastern portion of the study area which is composed of much younger and softer sedimentary material. The valley is filled with rock, sand and gravel material, known as alluvium, that has eroded and washed down from the surrounding mountains. In the central portion of the valley this alluvium material is 5,000 to 7,000 feet thick.

A topographic map of the study area is presented as Figure V-1 in the San Jacinto overall Plan Survey Report. This map clearly shows the two basic land form zones within the study area; i.e., the steep hillside and mountainous area of the San Jacinto Mountains to the north and the broad, flat San Jacinto valley area to the south. The San Jacinto River follows the point of contact between the mountains and the valley. The elevation varies from a maximum of 3,400 feet in the mountains to approximately 1,500 feet in the valley. between the mountains and the valley. The elevation varies from a maximum of 3,400 feet in the mountains to approximately 1,500 feet in the valley.

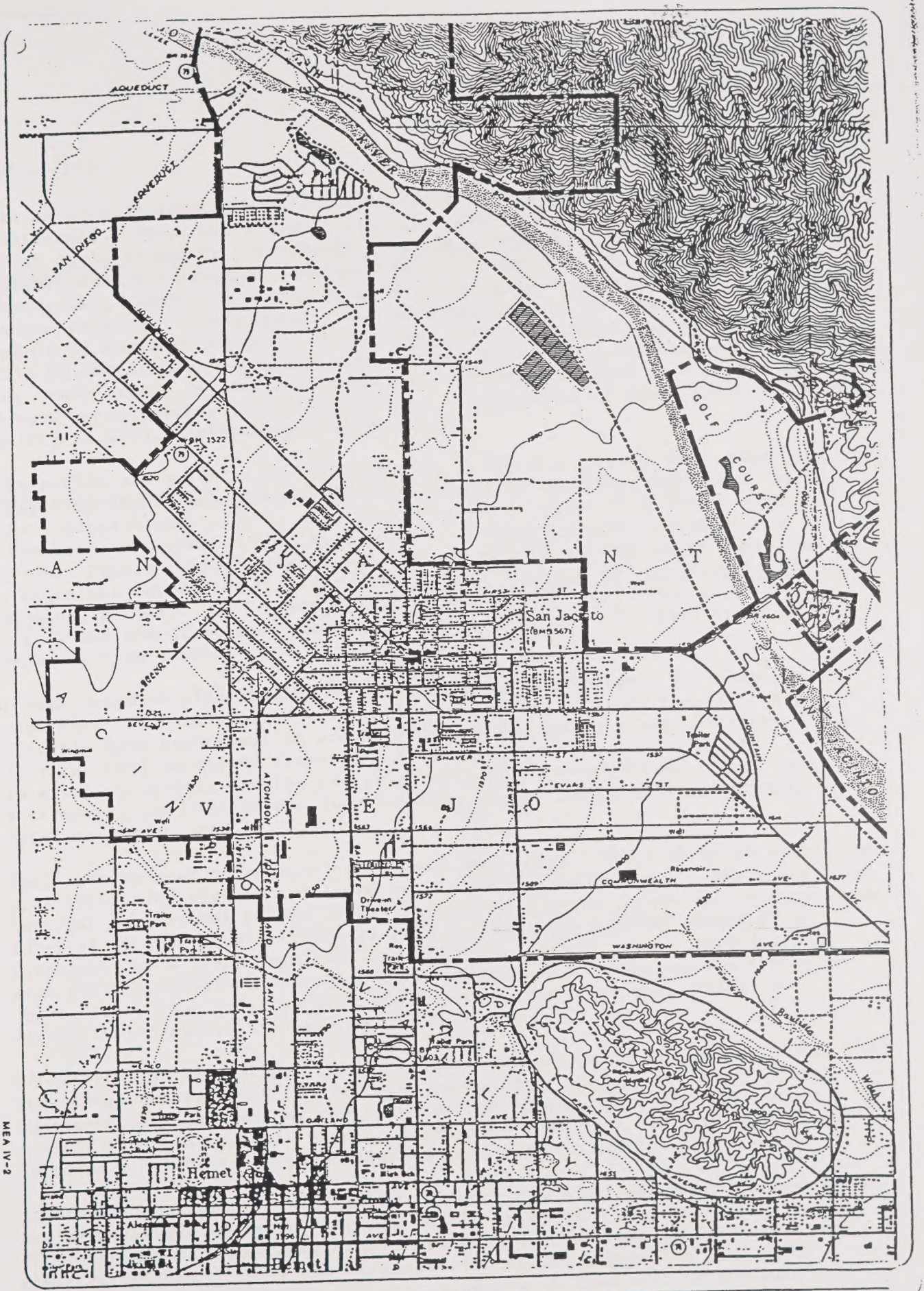


FIGURE IV-1

TOPOGRAPHIC MAP

CITY OF SAN JACINTO
GENERAL PLAN

north ↑

Seismicity

San Jacinto is located within one of the most seismically active regions of California. There are a number of active fault zones in the area, any one of which could produce a potentially damaging earthquake. The most significant seismic hazard is from the San Jacinto fault zone. In the event of a large earthquake, there is a strong possibility of ground rupture as well as intense ground shaking. Ground rupture has also occurred in the local area as a result of movement along the fault lines without accompanying earthquakes. This is particulary noticeable along Soboba Road in the northern portion of the study area. In addition, subsidence has also occurred as a result of ground water pumping in the local area. The location of these areas is shown on Figure IV-2, Environmental Constraints.

The active and potentially active faults of the San Jacinto zones have been mapped by the State Geologist as required by the Alquist-Priolo Act. Since these zones became effective in July of 1974, a number of geologic studies have been conducted in the local region. A comprehensive review of the Alquist Priolo related studies, as well as subsequent studies is contained in a technical report for the city, entitled Seismic and Safety General Plan Element, prepared by Envicom Corporation, in 1976. The location of fault traces and the Alquist-Priolo study zones associated with these traces are shown on Figure IV-2.

Abrupt movement along faults are the cause of earthquakes. These movements can result in both primary and secondary hazards. Primary hazards result directly from ground motion and include ground rupture along the trace of the fault as well as ground shaking. Secondary hazards result from the interaction between shaking and existing ground instabilities. They include settlement, land slides and liquefaction, (i.e., sudden loss of strength in water saturated soil.)

Small earthquakes occur more often than large ones. The risk of an earthquake of a particular size is indicated by its recurrence interval. The recurrence interval corresponds to the probability of that event occurring. A recurrence interval of 100 years corresponds to a one in a one hundred chance of an earthquake of a given magnitude happening in a single year. This does not mean that an earthquake of that magnitude will occur once every one hundred years, i.e., that only one will occur within that time span. It is a statistical probability based on the best available data.

Structures can be designed to withstand earthquakes of a given magnitude. As structures are designed to withstand larger earthquakes, the level of risk decreases, but the cost of construction increases. This has lead to the concept of an "acceptable risk". Acceptable risk is a subjective decision based on a balancing of the increased cost and the reduced risk.

The level of acceptable risk can vary among different uses. For instance, it may be desirable to design certain public facilities such as hospitals and fire stations to withstand larger earthquakes than might be desirable for other structures. Since the determination of the acceptable risk is a subjective decision, county and city planners in Riverside County have developed a scale of relative risk categories. These categories as applicable to the San Jacinto study area are described on Table IV-1.

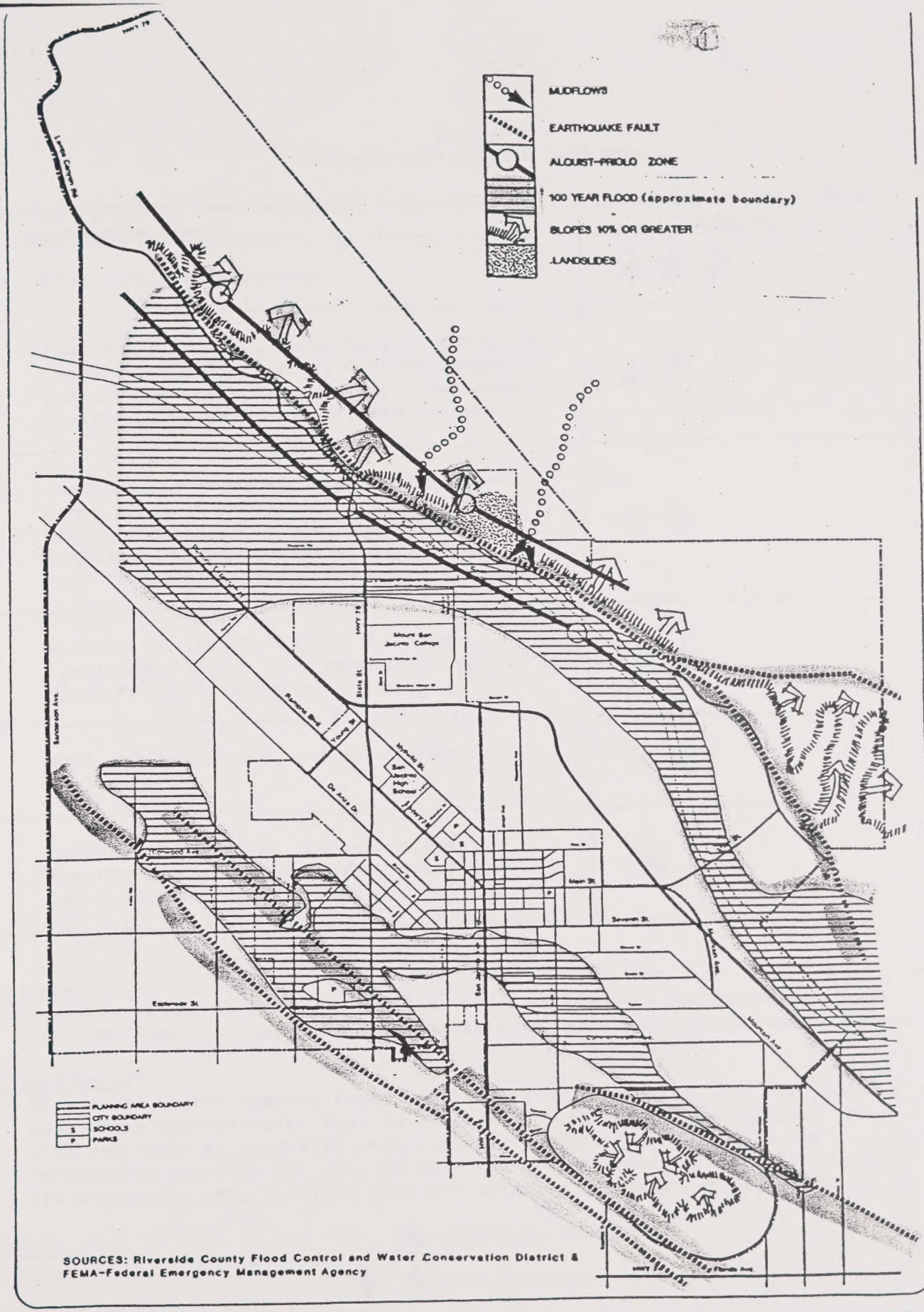


FIGURE IV-2

ENVIRONMENTAL CONSTRAINTS

CITY OF SAN JACINTO
GENERAL PLAN

north ↑

Table IV-1
Seismic Risk-Related Land Uses

Building Type/Land Uses (Generally Increasing "Acceptable Risk")	Increasing Relative Risk Zone VI
I. Electrical Power Systems	***
II. Schools, Hospitals, Fire, Police, Emergency Communication Facilities, Critical Transportation Elements such as Bridges, Overpasses, Smaller Dams, Important Utility Centers	**
III. Churches, Large or Highrise Buildings, or Other Places Normally Attracting Large Concentrations of People, such as Civic Buildings, Large Commercial Structures, Most Roads, Other Utilities	**
IV. Residential (Single-Family Residences, Apartments, etc.) Most commercial and Minor Public Structures	**
V. Most Industrial, Other Minor Commercial (Warehouses)	**
VI. Agriculture, Marinas, Managed Mineral Resources Development, Parks, Other Open Space, Refuse Disposal Sites	*

Footnotes:
1. Development may be feasible in slide areas if adequate provisions are made for stabilization, not generally feasible in potentially active fault zones.

General Notes:
This chart is for general land use planning only. Suitability for specific uses for a specific site must be confirmed by further investigation. An area evaluated as generally unsuitable for a particular use does not necessarily preclude the use, if no other more suitable alternative sites are available, and, provided that all potential hazards can be mitigated.

Symbols:

* Generally Suitable

** Provisionally Suitable

*** Generally Unsuitable

Source: Riverside County General Plan, 1976.

Earthquake related hazards at a particular site are a function of both the distance to the fault and local geology. The San Jacinto planning area has been classified as a zone VI (the highest classification) in terms of earthquake related hazards. Technical information about what the zones mean in terms of ground acceleration period, and duration of ground shaking for various land use can be found in the San Jacinto General Plan Survey Report.

Specific earthquake related hazards include the following:

(1) Ground Shaking and Movement

Strong ground shaking accompany earthquakes generated by slippage on the San Jacinto or Casa Loma faults is probably the most important geologic hazard in the planning area. Evaluation of the intensity of the ground shaking during large recent earthquakes indicate that the area is subject to particularly strong ground shaking. See Table IV-1.

(2) Liquefaction

Liquefaction is generally not a problem in the San Jacinto area because ground water levels tend to be in excess of thirty feet deep. However, liquefaction may be of concern in areas adjacent to the San Jacinto River.

(3) Ground Settlement ; SUBSIDENCE

Ground settlement appears to be a problem in the local area. Settlement is reported from at least 2 areas near Hemet as a result of the 1899 San Jacinto earthquake: "About ten miles west of the town of San Jacinto in the low hills near the extinct volcanoe of that name, land about a square mile in the area sunk from 30 to 100 feet and was greatly broken up by many deep and wide cracks. Sinking seems to have been progressive, continuing for 2 or 3 months and not to have occurred at once".

While this account is probably exaggerated it does indicate a potential for substantial differential settlement of poorly consolidated settlements during strong shaking. Soils reports taken throughout the Valley show a poor natural soils compaction which may be another factor in the potential for settlement.

Settlement is also occurring along fault traces as a result of differential movement probably due to water withdrawal. The movements are not associated with earthquakes but considerable structural damage has occurred as a result of this type of settlement.

(4) Land Slides and Slope Instability

Land slides and slope instability are relatively minor hazards in the urbanized portions of San Jacinto. They represent a severe hazard in the northern portion of the planning area where the valley floor intersects with the San Jacinto Mountains. Land slides and mudflows are reported in this area during periods of heavy rain. The location of these land slides and mud flows is shown on Figure IV-2.

C. Air Quality

Environmental Setting: The South Coast Air Quality Management District (SCAQMD) is responsible for monitoring air pollution sources and impacts for the counties of Los Angeles, Orange, Riverside, and San Bernardino. The City of San Jacinto is located in SCAQMD's Source Receptor Area No. 28 (Hemet). Air quality data for this area is shown on Tables IV-2 and IV-3. These indicate that the Hemet Station recorded that State standards were exceeded for ozone 27 days of the year and that Federal standards for ozone were exceeded 7 days of the year.

Environmental Impact: Continued growth and land use intensification will potentially result in two types of air quality impacts: vehicle emissions, a result of daily vehicle trips, and stationary emissions, a result of electrical generation, natural gas consumption and construction activities. Existing air emissions are depicted on Tables IV-2A and IV-2B, while future emissions under the project buildout land uses is shown in Tables IV-3A and IV-3B. While total air emissions will significantly increase with intensified land use and development, individual vehicle emissions are expected to decrease as a result of technological advances and tighter car emission controls.

Mitigation Measures: Measures to reduce the impact of increased vehicle trips and vehicular emissions require a reduction in the overall number of vehicle miles generated by the proposed land use plan. The following mitigation measures are suggested to reduce vehicular emissions:

- Promote ride-sharing (i.e. carpools, vanpools, etc.) among workers. This will have the potential to reduce daily commuter traffic.

- Promote flex-time working hours.

- Encourage implementation of TSM measures within the City.

Mitigation measures to reduce project generated stationary source emissions are related primarily to reducing amounts of electricity and natural gas consumed. To achieve a reduction in demand for energy, an energy conservation plan for each individual development showing compliance with Title 24 (Building Standards) of the California Administrative Code should be required as a condition of approval. This plan should explain the effect of each conservation measure selected and explain why other measures were not selected. The Southern California Edison Company should assist individual applicants in designing project-specific measures.

Flooding

The San Jacinto area is drained by the headwaters of the San Jacinto River in the mountains to the east. This drainage system eventually empties into Lake Elsinore. Much of the San Jacinto Valley is situated at the elevations below the San Jacinto River and overflows may remain for weeks or months after the flood stage. Eight significant floods have occurred along the San Jacinto River since 1931.

Levees have been constructed along the southern banks of the San Jacinto River by the Army Corps of Engineers and the County Flood Control District. Generally, the County levee is more subject to breach than the Corps levee because of its sand and asphalt construction though failure of portions of the latter were responsible for the flooding which occurred in 1980.

The flood levels are recorded in engineering studies by the Riverside County Flood Control and Water Conservation District (RCFCWCD). The RCFCWCD has also constructed 10.4 miles of levees along the San Jacinto River. Recent studies by the U.S. Army of Corps of Engineers have indicated that a 100 year flood of 43,000 to 63,000 cubic feet per second (CFS) would be contained within these levees. However, during the recent flooding of 1980, the levee was breached. These studies also show that downstream from the levees the 100 year flood flow would overtop its flood control facilities.

Large portions of the planning area south of the San Jacinto Mountains are within a designated Federal Flood Insurance Study Area. The limits of this flood prone area are shown on Figure IV-2. Little of the area within the City's corporate boundaries is subject to this type of adverse flood conditions. Flooding may result from failure of dams located in the San Jacinto area. Flooding would occur in the southeastern portions of the City in the event of a break in the Little Lake Dam. Major flooding would occur within the City in the event of a break in the Lake Hemet Dam.

Environmental Impacts: Anticipated development within the City will increase the potential of property damage and injuries in the event of major seismic activity. In addition, unconsolidated soil in the steeply sloping areas of the northern portions of the planning area present landslide and slope instability concerns both during and after construction. Flooding is also a concern with population growth. The most significant flood-prone areas of the City are located adjacent to the San Jacinto River in the northern portion of the planning area.

Mitigation Measures: Policies of identification and public notification and awareness of potential hazards will contribute to the mitigation of these impacts. More importantly, the City's Disaster Preparedness Program shall include emergency procedures for earthquake situations. In addition, special consideration shall be given to cluster development in hillside areas, and special development standards shall be adopted and applied to any new construction and/or change in land use within flood hazard areas. Additionally, relief of existing flooding problems in and adjacent to development areas shall have priority in the City's Capital Improvements Program.

Table IV-2A

Existing Conditions
1985

Air Quality Impact Analysis

Land Use	Acres	Units/ Acre or Percent Coverage	Units	NATURAL GAS USE Usage Factor (cf/unit)	NATURAL GAS USE Daily Usage (mcf)	ELECTRIC POWER USE Usage Factor (kwh/unit	ELECTRIC POWER USE Daily Usage (mwh)
Residential- rural	346	0.01 du/ac	3 du	222	.00	16	0.1
Residential- single	201	1.78 du/ac	357 du	222	0.01	16	5.7
Residential- multi	82	2.11 du/ac	173 du	131	.00	16	2.8
Commercial	65	13%	368 ksf	97	.00	49	18.2
Industrial	108	30%	1,411 ksf	97	0.01	22	30.9
Public/Institutional	130	10%	566 ksf	67	.00	27	15.5
Agriculture/Undevel	3,145	1%	1,370 ksf	67	0.01	0	0.0
TOTAL	4,077				0.04		73.1

Land Use	Acres	Units/ Acre or Percent Coverage	Units	VEHICLE MILES TRAVELED Usage Factor (Trips/ unit)	Daily Trips	miles/ trip	Thousand Vehicle Miles
Residential- rural	346	0.01 du/ac	3 du	10	35	5	0
Residential- single	201	1.78 du/ac	357 du	10	3,571	5	18
Residential- multi	82	2.11 du/ac	173 du	8	1,382	5	7
Commercial	65	13%	368 ksf	50	18,404	3	55
Industrial	108	30%	1,411 ksf	15	21,170	7	148
Public/Institutional	130	10%	566 ksf	20	11,326	5	57
Agriculture/Undevel	3,145	1%	1,370 ksf	10	13,700	7	96
TOTAL	4,077				69,588		381

Source: Usage factors based on South Coast Air Quality Management District, "Air Quality Handbook for Environmental Impact Reports", revised December, 1983, adjusted by Cotton/Beland/Associates for land uses used in San Jacinto General Plan.

Abbreviations: ac: acre; cf: cubic feet; du: dwelling unit; ksf: thousand square feet kwh: kilowatt-hours; mcf: million cubic feet; mwh: megawatt-hours

Table IV-2B

Existing Conditions
1985

Project Air Pollution Emissions

AIR POLLUTION EMISSION FACTORS

		Emissions in pounds per day				
		CO	HC	NOx	SOx	Part
Natural Gas Consumption	lbs/mcf	20	8	120	Negl	0.15
Electric Power	lbs/mwh	0.21	0.13	2.10	1.40	0.18
Vehicle Miles	lbs/mile	0.0284	0.0025	0.0047	0.0005	0.0007
	gm/mile	12.82	1.15	2.12	0.24	0.33

Source: Emission factors based on South Coast Air Quality Management District, "Air Quality Handbook for Environmental Impact Reports", revised December, 1983.

PROJECT AIR POLLUTION EMISSIONS

			Emissions in pounds per day				
Emission Source	Usage	Units	CO	HC	NOx	SOx	Part
Gas Consumption	0.04	mcf	0.8	0.3	4.8	0.0	0.01
Electric Power	73	mwh	15	10	154	102	13
Mobile Source	381	thous mi	10,803	969	1,786	200	278
TOTAL EMISSIONS (lbs/day)			10,819	979	1,945	302	291

Abbreviations: ksf: thousand square feet; mcf: million cubic feet
kwh: kilowatt-hours; mwh: megawatt-hours

Table IV-3B

Year 2000

PROJECT AIR POLLUTION EMISSIONS

AIR POLLUTION EMISSION FACTORS

		Emissions in pounds per day				
		CO	HC	NOx	SOx	Part
Natural Gas Consumption	lbs/mcf	20	8	120	Negl	0.15
Electric Power	lbs/mwh	0.21	0.13	2.10	1.40	0.18
Vehicle Miles	lbs/mile	0.0211	0.0021	0.0037	0.0005	0.0007
	gm/mile	9.55	0.95	1.66	0.24	0.32

Source: Emission factors based on South Coast Air Quality Management District, "Air Quality Handbook for Environmental Impact Reports", revised December, 1983.

PROJECT AIR POLLUTION EMISSIONS

			Emissions in pounds per day				
Emission Source	Usage	Units	CO	HC	NOx	SOx	Part
Gas Consumption	0.29	mcf	5.8	2.3	34.8	0.0	0.04
Electric Power	582	mwh	122	76	1,223	815	105
Mobile Source	1,767	thous mi	37,337	3,714	6,490	927	1,239
TOTAL EMISSIONS [lbs/day]			37,465	3,792	7,748	1,742	1,343

Abbreviations: ksf: thousand square feet; mcf: million cubic feet
kwh: kilowatt-hours; mwh: megawatt-hours

Table IV-3A

Year 2000

Air Quality Impact Analysis

Land Use	Acres	Units/ Acre or Percent Coverage	Units	NATURAL GAS USE Usage Factor (cf/unit)	NATURAL GAS USE Daily Usage (mcf)	ELECTRIC POWER USE Usage Factor (kwh/unit	ELECTRIC POWER USE Daily Usage (mwh)
Residential- rural	5,580	0.01 du/ac	56 du	222	.00	16	0.9
Residential- single	3,278	1.78 du/ac	5,824 du	222	0.13	16	93.2
Residential- multi	1,381	2.11 du/ac	2,910 du	131	0.04	16	46.5
Community Commercial	939	12%	4,908 ksf	97	0.05	49	242.1
Downtown Commercial	58	20%	505 ksf	97	.00	49	24.9
Light Industrial	466	30%	6,090 ksf	97	0.06	22	133.5
Public/Institutional	346	10%	1,507 ksf	67	0.01	27	41.3
Agriculture/Undevel		1%	0 ksf	67	0.00	0	0.0
Open Space	4,117	0%	0 ksf	67	0.00	0	0.0
TOTAL	16,165				0.29		582.3

				VEHICLE MILES TRAVELED			
Land Use	Acres	Units/ Acre or Percent Coverage	Units	Usage Factor (Trips/ unit)	Daily Trips	miles/ trip	Thousand Vehicle Miles
Residential- rural	5,580	0.01 du/ac	56 du	10	558	5	3
Residential- single	3,278	1.78 du/ac	5,824 du	10	58,240	5	291
Residential- multi	1,381	2.11 du/ac	2,910 du	8	23,280	5	116
Community Commercial	939	8%	3,272 ksf	50	163,611	3	491
Downtown Commercial	58	20%	505 ksf	50	25,265	3	76
Light Industrial	466	30%	6,090 ksf	15	91,345	7	639
Public/Institutional	346	10%	1,507 ksf	20	30,144	5	151
Agriculture/Undevel	0	1%	0 ksf	10	0	7	0
Open Space	4,117	0%	4,117 ac	0	0	7	0
TOTAL	16,165				392,443		1,767

Source: Usage factors based on South Coast Air Quality Management District, "Air Quality Handbook for Environmental Impact Reports", revised December, 1983, adjusted by Cotton/Beland/Associates for land uses used in San Jacinto General Plan.

Abbreviations: ac: acre; cf: cubic feet; du: dwelling unit; ksf: thousand square feet kwh: kilowatt-hours; mcf: million cubic feet; mwh: megawatt-hours

City of San Jacinto
Post Office Box 488, San Jacinto, California 92383
714 - 654-7337

RESIDENTIAL BUILDING FEES (Approximate Cost Per Unit)

Water Capital Improvement Fee	$ 200
Public Safety Capital Structures	$ 50
Public Safety Capital Equipment	$ 10
Storm Drain Improvements	$ . .02/sq. ft. lot area
EMWD Treatment Plant Fee	$1070
City Sewer Connection	$ 150
School Fee	$ 706
Park Fee	$ .10/sq. ft. bldg. area
Building Permit	
850 sq. ft.	$ 600
950 sq. ft.	$ 640
1050 sq. ft.	$ 680
1100 sq. ft.	$ 700
1200 sq. ft.	$ 740
1500 sq. ft.	$ 860
2000 sq. ft.	$1100
Signalization Fees	$ 150

City of San Jacinto

Post Office Box 488, San Jacinto, California 92383
714 - 654-7337

FILING FEES ADOPTED BY SAN JACINTO CITY COUNCIL
RESOLUTION NO. 1278, NOVEMBER 20, 1979.

TYPE OF APPLICATION	FEE
Lot Line Adjustment	$100 * plus Engineering fees as required
Tentative Map Revision to Acreage	$450
Tentative Tract Map	$450 + $7/lot ($42/AC Condominiums)
Environmental Assessment	$250
Tentative Parcel Map	$400 + $7/lot
Environmental Assessment	$125
Checking Final Tract Map	$450 * + $9/lot
Checking Final Parcel Map & Revision to Acreage	$450 * + $9/lot
Subdivision Agreement and Bonding	$200
Off-site Improvement Plan Checking Fee	1½% of the estimated cost of installation of off-site improvements
Off-site Improvement Inspection Fee	3½% of the estimated cost of installation of off-site improvements
Certificate of Compliance	$50
Appeal	$75
Special Reports/letters	$25/hour

FILING FEES ADOPTED BY SAN JACINTO CITY COUNCIL,
RESOLUTION NO. 1342, SEPTEMBER 2, 1980.

TYPE OF APPLICATION	FEE
General Plan Amendment	$400 + $10/ac
Environmental Assessment	$250
Zone Change	$350 + $10/ac
Environmental Assessment	$200
Conditional Use Permit (Except subdivisions; condominiums, mobil home parks, & recreational vehicle parks)	$250 + $5/ac
Environmental Assessment	$150
Conditional Use Permit (Subdivisions, condominiums, mobil home parks & recreational vehicle parks)	$325 + $6/lot
Environmental Assessment	$200
Variance	$100
Environmental Assessment	$ 40
Home Occupation	$100
Environmental Assessment	$ 40
Environmental Impact Report	Contract Cost + 25%

* ENGINEERING FEES: If actual engineering costs exceed fees collected applicant shall reimburse the City of San Jacinto for any additional fees incurred prior to final approval.

5-6-81 DCD

4-9-85

SAN JACINTO GENERAL PLAN
POPULATION PROJECTIONS FROM DIFFERENT SOURCES

"A" (CBA)[1]

Area	1980 [2]	1986	1990	1995	2000	% Change 1980-2000
Within City	7,098	8,749	9,700	11,520	13,685	92.8%
Outside City	3,022	3,456	3,958	4,521	5,170	71.1%
Total Planning Area	10,120	12,205	13,658	16,041	18,855	86.3%

1 Assumes constant annual growth based on the 3.5% change from 1980-1984 within the City and 2.72% outside the City

2 U.S. Census, 1980

"B" (CBA)[1]

Area	1980 [2]	1986	1990	1995	2000	% Change 1980-2000
Within City	7,098	9,037	11,500	14,650	18,650	162.8%
Outside City	3,022	3,456	3,958	4,521	5,170	71.1%
Total Planning Area	10,120	12,493	15,458	19,171	23,820	135.4%

1 Assumes constant annual growth based on the 4.95% change from 1970-1980 within the City and 2.72% outside the City.

2 U.S. Census, 1980

"C" (RIVERSIDE COUNTY/SCAG)

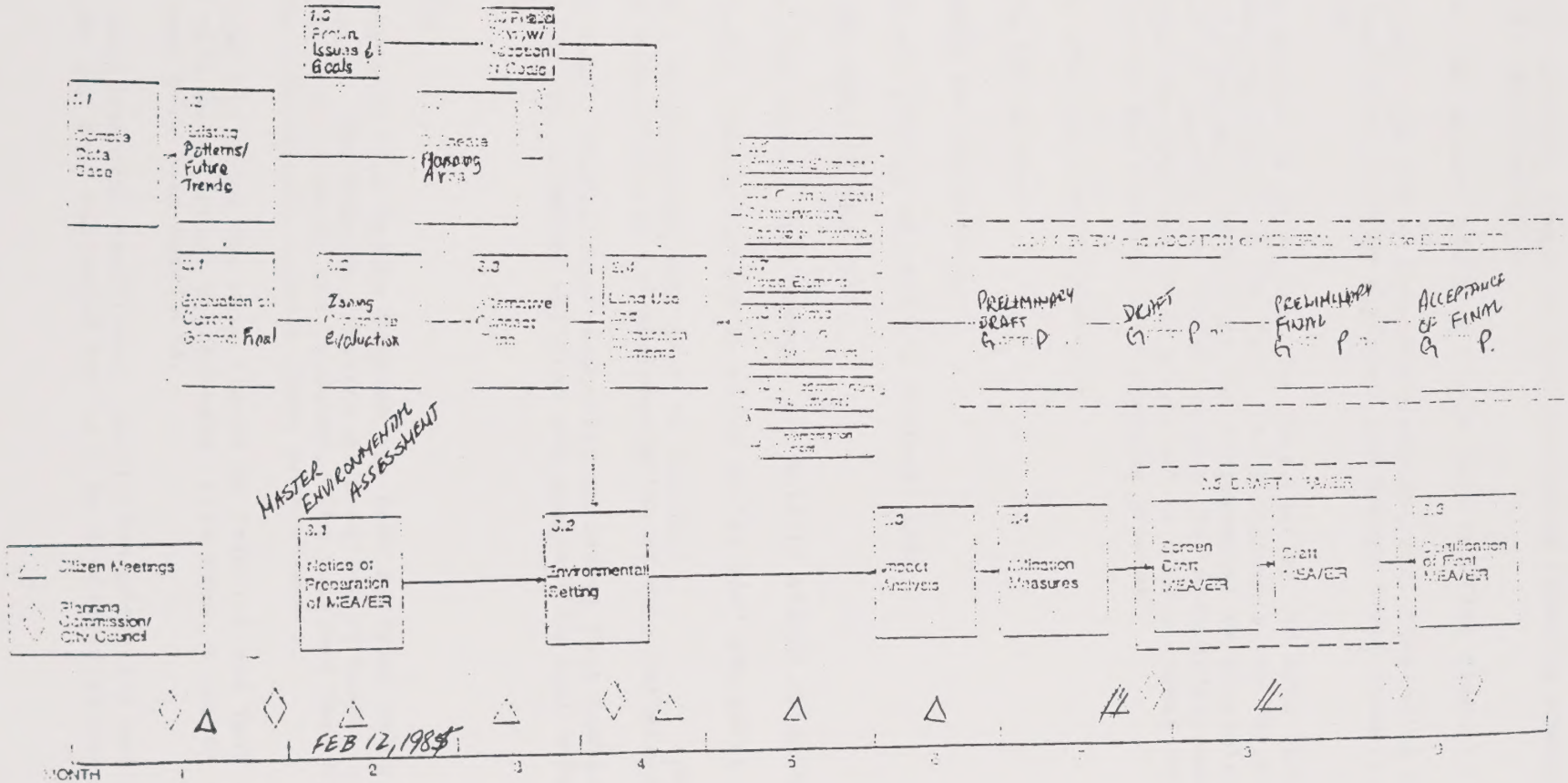
Area	1980	1985	1990	1995	2000	% Change 1980-2000
San Jacinto	7,098	8,900	9,175	10,454	11,316	59.4%
Hemet-San Jacinto R.S.A.	33,010	40,670	47,070	51,370	56,100	69.9 %
Riverside County	663,970	795,100	942,800	1,079,700	1,201,500	81.0%

"D" (WILLDAN)

LOW: 24,645

HIGH: 48,842

SAN JACINTO GENERAL PLAN – TASK SEQUENCE DIAGRAM



° The Citizens Advisory Committee (CAC)(including Planning Commission and City Council participation);

° The City of San Jacinto staff in liason with the City Planner; and

° The consultant team led by Beland/Associates, Inc. (including Wes Pringle Associates, traffic engineers and Mestre Greve Associates, noise specialists.

The planning process is based upon the idea that we can make informed decision about the future of the City. As individuals, we "plan" our daily lives by trying to anticipate the consequences of possible courses of action and by choosing the "best" course. The main difference between this individual approach and "City planning" is a more formal set of actions otherwise described as the "planning process":

° Collecting and analyzing information;

° Identifying the issues;

° Setting goals and objectives;

° Developing and testing alternative choices; and

° Refining and adopting the Plan.

The roles of the various team members are briefly stated as follows:

° CAC - Citizens representatives to serve as "ad hoc" advisors;

° City staff - Professional employees of the City charged with day-to-day responsibility for implementation of City policies; and

° Consultant team - Professional expertise to assess City problems and opportunities and recommend policies and programs to deal effectively with team.

PROGRAM STRUCTURE

The San Jacinto General Plan Update Program has been designed using an incremented approach. The Program consists of a series of tasks, each with a specific series of work elements and products. The attached Task Sequence Diagram shows the relationship between these work elements.

The Consultant Team has begun the work listed as Task 1.1 and Task 1.2 on the diagram. AS of this date, aerial photographs, base maps, a map of existing land use conditions have been completed.

Data concerning environmental conditions, population potential and future development trends has been collected and will be discussed at the 1-15-85 meeting.

ROLE OF THE GENERAL PLAN

CITIZENS ADVISORY COMMITTEE (CAC)

"Citizen participation...is fundamental to the planning process and legally required in preparing, revising, and implementing the general plan."

This statement is found in the introduction to the second chapter of the California State General Plan Guidelines. The principal way in which the citizens of San Jacinto contribute to the General Plan Program is through the active participation of the Citizens Advisory Committee. The CAC will be asked to review and comment on all consultant work products. Specific components of the plan program will be discussed at a series of workshops. These components fall into several categories as follows:

Review and discussion of the General Plan Survey Report; this will be an ongoing process as various aspects of the Report are discussed, and when necessary, modified throughout the work program.

Review and discussion of issues concerning the future of San Jacinto and the surrounding area within its "Sphere of influence".

Establishment of community goals (i.e., general statements about needs and future land uses relative to the City) and objectives (i.e., specific statements used to carry out the goals).

Development and review of land use alternatives.

Reviewing and commenting on rough drafts of the draft General Plan Elements before submittal to the City Planning Commission and City Council.

The CAC is an "ad hoc" (i.e., single purpose) group which will be in existance only during the time the General Plan is under preparation. Once the plan is adopted, the CAC will no longer be a functioning entity. In addition, the CAC is an advisory Committee only; it does not have the power to enact ordinances or regulations, or to undertake City approvals of any kind.

Of the three major "players" in the development of the San Jacinto General Plan (i.e., the CAC, City staff, and the consultant Team), direction and content of the adopted plan.

A tentative schedule for meetings and workshops of the CAC, Planning Commission, City Council and consultant team is attached.

San Jacinto General Plan Program

Citizen Participation

The Citizen Advisory Committee will assist City staff and the consulting team in developing the General Plan. The Committee will participate in the planning process through discussions at regularly scheduled meetings and through review and comment of work products. Two of the Citizens Advisory Committee meetings are anticipated to be joint working sessions with the City Council and Planning Commission. All participants will receive an agenda and review material at least 3 days before the scheduled meetings.

Tentative Schedule

Meeting #1 — Week of Jan. ~~7~~ 15, 1985

- background
- issue identification

Meeting #2 — Week of February ~~4~~ 12, 1985

- Survey Report findings
- preliminary land use concept plans

Meeting #3 — Week of March 4, 1985

- section of goals
- selection of land use concept plan

Working session with Commission/ Council

Meeting #4 — Week of April 15, 1985

- review and comment on Plan elements
- recommendation

Meeting #5 — Week of May 20, 1985

- review and comment on Plan elements
- recommendation to Planning Commission and City Council

Working Session with Commission/ Council

Note: A minimum of two public hearings will be held on the Plan after the Committee makes its recommendation.

Table IV-4
AIR QUALITY DATA
1984
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Source/ Receptor Area No.	Location of Air Monitoring Station	Carbon Monoxide					Ozone			Nitrogen Dioxide		Sulfur Dioxide		
		Max. Conc. in PPM 1-Hour	No. Days Standard Exceeded: Federal >9.3 ppm 8-Hours	Federal > 35 PPM 1-Hour	State >9.1PPM 8-Hours	State > 20 PPM 1-Hour	Max. Conc. in PPM 1-Hour	No. Days Standard Exceeded: Federal >.12 PPM 1-Hour	State >.10PPM 1-Hour	Max. Conc. in PPM 1-Hour	No. Days Std. Exceeded: State ≥ .25 PPM 1-Hour	Max. Conc. in PPM 1-Hour	No. Days Std. Exceeded[a]: Federal > .14 PPM 24-Hours	State >.05 ppm 24-hours[b]
1	Los Angeles	15	0	0	2	0	.29	53	114	.23	0	.07	0	0
2	W. Los Angeles	17	7	0	10	0	.27	35	79	.32	4	.05	0	0
3	Lennox	24	64	0	67	9	.22	8	16	.27	2	.06	0	0
4	Long Beach	14	3	0	4	0	.27	13	32	.35	5	.32	0	0
5	Whittier	14	1	0	1	0	.29	60	108	.29	2	.06	0	0
6	Reseda	15	9	0	9	0	.26	78	139	.21	0	.03	0	0
7	Burbank	19	16	0	20	0	.26	73	127	.21	0	.05	0	0
8	Pasadena	13	0	0	0	0	.30	125	169	.21	0	.03	0	0
9	Azusa	7	0	0	0	0	.31	129	168	.16	0	.04	0	0
9	Glendora [c]	NM	NM	NM	NM	NM	.34	130	160	NM	NM	NM	NM	NM
10	Pomona	13	0	0	0	0	.31	98	138	.20	0	NM	NM	NM
11	Pico Rivera	13	0	0	0	0	.27	92	129	.25	1	.09	0	0
12	Lynwood	29	51	0	54	11	.27	22	49	.27	2	.07	0	0
13	Newhall	NM	NM	NM	NM	NM	.27	86	132	NM	NM	NM	NM	NM
14	Lancaster	10	0	0	0	0	.18	49	110	.11	0	NM	NM	NM
16	La Habra	21	1	0	3	1	.32	59	99	.25	2	.04	0	0
17	Anaheim	18	4	0	4	0	.25	37	65	.24	0	.08	0	0
17	Los Alamitos	NM	NM	NM	NM	NM	.19	12	32	NM	NM	.06	0	0
18	Costa Mesa	13	1	0	1	0	.25	7	29	.22	0	.04	0	0
19	El Toro	8	0	0	0	0	.30	26	61	NM	NM	NM	NM	NM
22	Norco-Corona	NM	NM	NM	NM	NM	.30	85	137	NM	NM	NM	NM	NM
23	Riverside Rub.	8	0	0	0	0	.32	127	176	.17	0	.02	0	0
23	Riverside Mag.	16	0	0	0	0	NM	NM	NM	NM	NM	NM	NM	NM
24	Perris	NM	NM	NM	NM	NM	.22	75	137	NM	NM	NM	NM	NM
28	Hemet [c]	NM	NM	NM	NM	NM	.18	7	27	NM	NM	NM	NM	NM
29	Banning	NM	NM	NM	NM	NM	.25	48	95	NM	NM	NM	NM	NM
30	Palm Springs	4	0	0	0	0	.20	36	92	.09	0	NM	NM	NM
30	Indio	NM	NM	NM	NM	NM	.19	19	69	NM	NM	NM	NM	NM
32	Upland	8	0	0	0	0	.32	115	170	.15	0	.02	0	0
33	Ontario	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM
33	Chino [c]	NM	NM	NM	NM	NM	.32	90	131	NM	NM	NM	NM	NM
34	Fontana	6	0	0	0	0	.32	136	179	.16	0	.03	0	0
34	San Bernardino	9	0	0	0	0	.30	125	173	.20	0	.03	0	0
35	Redlands	2	0	0	0	0	.29	116	160	NM	NM	NM	NM	NM
37	Lake Gregory	NM	NM	NM	NM	NM	.34	139	175	NM	NM	NM	NM	NM

PPM - Parts by volume per million parts of air.
ug/m^3 - Micrograms per cubic meter of air.
NM - Pollutant not monitored.
ND - No data available.
AGM - Annual Geometric Mean.
a) - The Federal (3-hours > .50 ppm) and State (1-hour ≥ .50 ppm) standards were not exceeded.
b) - Twenty-four hours ≥ .05 ppm with 1-hour ozone ≥ .10 ppm, or with 24 hours TSP ≥ 100 ug/m^3.
c) - Data period: Glendora - from April 1, 1984; Hemet - from July 17, 1984; Chino - from April 23, 1984.

Air Quality Data

SOURCE: South Coast Air Quality Management District, 1984

C. Plants/Animals - Agricultural Crops

Environmental Setting: Essentially all of the soils within the valley area of the San Jacinto planning area are classified as being prime agricultural soils, see Figure IV-13. The most desirable acreage is located in the eastern and southeastern portions of the City. Despite the suitability of soils in the San Jacinto area for agriculture, the amount of urbanization in the community, the high cost of water and the present pressures for additional development severely constrain the viability of agriculture as a dominant use. The most immediately threatened area includes the agricultural areas in the south where development pressures are the greatest.

Environmental Impacts: Development pressures within San Jacinto as well as development pressures from Hemet will continue with anticipated growth as proposed in the General Plan. The transition of agricultural uses to more urbanized uses is expected and is consistent with City objectives for the future. The hillside areas are expected to remain undisturbed. Potential future development will not impact any sensitive habitat areas.

Mitigation Measures: Existing agricultural uses, in particular row crops in the southeastern portion of the City and dairies in the northwest portion of the planning area shall be permitted to remain at the owner's perogative. Additionally, areas within agricultural preserves shall be given a lower priority for development than areas which are not in such preserves.

The planning area consists of three habitat zones which correspond roughly with the area's topography. The hillside areas north of the San Jacinto River consists of native vegetation known as chemise chaparell, which covers the hillsides. The major species in this vegetation include chemise, california scrub oak, white sage and manzanita. Scattered canyon and live oaks may also be found in this area. Wild life includes a large number of insects, reptiles, and bird species as well as other common smaller mammals. All of the incorporated area of San Jacinto, as well as much of the surrounding area has been heavily impacted by human activity. There are virtually no undisturbed natural areas within this zone. The third plant and animal community is riparian zone adjacent to the San Jacinto River. It is in poor condition and exhibits a low plant diversity. This is primarily a consequence of flooding. No endangered, threatened or rare plant or animals are known to live within this area.

E. Noise

Environmental Setting: A detailed description of the current noise environment within the City of San Jacinto is contained in the technical report from the San Jacinto Noise Element prepared by Mestre Greve Associates, Inc. in conjunction with the present General Plan update. The most common sources of noise are transportation related. These include automobiles, trucks, motorcycles, railroads and aircraft. Railroad and aircraft operations are infrequent.

The Mestre Greve study presents a detailed identification of major noise sources and noise sensitive receptors. No serious noise problems were identified. There are no residential land uses that are exposed to traffic noise levels greater than 65 dB CNEL. Aircraft noise does not adversely impact the community. In addition, there are relatively few stationary sources of noise. The only potentially adverse impacts are from surface mining activities in the northern portion of the City. Noise measurements were conducted at the nearest residential land use to these borrow pits, however no adverse noise levels were recorded.

Environmental Impacts: The projected increase in noise levels under the maximum development expected during the next 15 to 20 years is presented in the Mestre Greve Technical Report. This increase does not appear significant. The highest increases in noise would be adjacent to arterial highways, however additional building setbacks, coupled with noise buffering measures required by present City Codes, will reduce potential noise impacts below significant levels.

Mitigation Measures: Since the City has little direct control over source noise levels, mitigation measures should address reducing the impact of overall noise on the community. Section 7 of the General Plan Hazards Element suggests policies that would help reduce the noise impact of future land use intensification.

G. Natural Resources

Environmental Setting:

1. Water Resources: The primary source of water in the San Jacinto area is ground water pumped from the local undeground water basin between 180 to 220 feet below the surface. The present capacity of the well supply is approximately 3,400 gallons per minute. The capacity of existing domestic reservoirs is approximately 2.7 million gallons.

Recent analysis of the water quality indicate that chemical properties reveal a higher than average amount of iron and manganese. While these levels do not present an immediate threat to a community they are an indication of imbalance in the local water quality and should be monitored.

2. Mineral Resources: There are several sources of sand and gravel as well as limestone quarry operations in the planning area. These are all located in the northern part of the planning area. No other mineral resources are known to occur within the planning area. The most significant mineral extraction operation is the Quandt Sand & Gravel Pit located in the northern portion of the study area adjacent to the San Jacinto River.

Environmental Impacts: Additional development will place increased demands on water. Ground water pumping will continue as a major source of the City's water, while importation of water will greatly increase. The total demand for water is likely to increase by 30% to 40% over the next 20 years. In addition, the above ground storage capacity will need to be increased by approximately 50%. The actual need will depend on the location, intensity and timing of future development. While adequate water supplies are available to accommodate anticipated growth, the City must carefully monitor this growth to insure that adequate facilities are provided.

Sand and gravel operations adjacent to the San Jacinto River are expected to continue for the next several year. Ultimately, these operations will be phased out and developed with environmentally suitable uses (e.g., public recreation areas).

Environmental Impacts: The impact of each new project on the water facilities will be judged on a case-by-case development with capital improvements made as needed and in accordance with the City's Capital Improvements Program. Strict adherance with the Implementation Program concerning water resources contained in the Land Use section of the General Plan, coupled with implementation of the City's Capital Improvement Program will result in the provision of adequate water quantities and a suitable distribution system to meet City needs.

F. Land Use

Environmental Setting: The City of San Jacinto covers 4,077 acres and is comprised predominantly of agricultural or undeveloped land. Residential land uses comprise 629 acres or 15.4 percent of the land area, commercial land uses comprise 65 acres or 1.6 percent of the land area, while industrial and public land uses comprise 108 and 122 acres respectively. The study area has been divided into ten planning areas (see Figure LU-1 of the General Plan) for the identification of planning issues. These planning areas are briefly described in the Land Use Element of the General Plan, pages LU-1 to LU-4.

Environmental Impacts: Land use impacts directly associated with implementation of the General Plan are derived from land use intensification and population growth. The Land Use Policy Map (Figure LU-2) of the General Plan defines land use policy at buildout of the entire City as well as areas within the City's Sphere of Influence. The residential development buildout was calculated by first multiplying the number of units per acre allowed for each zoning designation by the number of acres in that particular designation. The resulting product was then multiplied by the City's population density per dwelling unit. The potential buildout was calculated for two scenarios: one used the potential population and number of residential units if the entire acreage designated as residential was developed at the minimum allowable densities; the second scenario was calculated using the maximum number of units per acre allowed under existing zoning. The lower estimate will most likely be a more accurate approximation. The resulting population of these two scenarios is shown in Table IV-5 of the General Plan Survey Report. The scenario using the minimum allowable unit densities would result in a buildout population of approximately 36,500 persons and 14,228 dwelling units. However, maximum development over the next 20 years is not expected to result in a population of over 24,000.

Mitigation Measures: Through annual assessment and review of land use activity as suggested in the implementation program of the Land Use Element, the potential impacts of the Plan can be minimized. These include continual refinement of population growth forecasts to insure adequate planning for anticipated increased levels of sewage, water and other necessary community services, encouraging new development in areas adjacent to urbanized portions of the community, and requiring special development review and control of development in areas of environmental concern.

H. Population

Environmental Setting: San Jacinto's population is projected by the Riverside County Planning Department to be 11,316 persons in the year 2000. This projection represents a 59.4 percent increase in the City's population in the twenty year period from 1980 to 2000. However, these projections do not include population increases due to annexation activity or growth projections contained in the Land Use Element of the General Plan. If potential annexations are included, as well as unincorporated areas within the City's Sphere of Influence, the total population of San Jacinto is expected to reach 24,000 persons by the year 2005.

Environmental Impacts: An overall increase in San Jacinto's population will result in a myriad of impacts which, if properly identified, anticipated and planned for, may be reduced. Potential impacts include greater demands for public services, land use intensification, an increase in traffic, and a reduction in natural resources. However, capital improvements, careful land use planning, monitoring of natural resource usage, and circulation improvements will lessen the adverse impact of population growth.

Mitigation Measures: The impact of the population growth shall be mitigated through implementation of the policies proposed in the San Jacinto General Plan and by future City expenditures and capital improvement programs designed to accommodate the generated needs of the population. Additionally, each new development shall be judged on a case-by-case basis.

I. Housing

Environmental Setting: The 1980 household count for the City was 2,760 households. Of this, almost 70 percent were classified as family households with the remaining 30 percent classified as non-family households. The average household size was 2.57 persons per household compared to Hemet (1.94), Riverside County (2.69), and San Bernardino County (2.82). The median income for the City in 1980 was $9,420, almost 41 percent lower than the median household for Riverside County. The median housing cost in San Jacinto for 1980 was $47,600.

Based on 1980 census data, the City has a total of 259 substandard housing units. Approximately 60 percent of these units are in need of repair. There were 663 households paying more than 35% of their gross income on housing and 313 households living below the poverty level (see Table 18 of the Housing Element, San Jacinto General Plan). As is discussed in the General Plan Survey Report (p. III-8), there is potential for a considerable amount of additional residential development in San Jacinto, given the current zoning.

Environmental Impacts: The potential impact of continued growth and development will result in an increased demand for housing and a strain on the existing housing stock.

Mitigation Measures: Implementation of the policies and programs as discussed in the Housing Element of the San Jacinto General Plan will contribute to diminishing the project's impact on housing.

Table IV-5
Population Surveys

Population Growth in San Jacinto

Year	Population	Avg. Yearly Growth Rate
1950	1,778	-
1960	2,553	3.7%
1970	4,385	5.6%
1980	7,098	4.9%
1985	9,900	5.8%

* State Department of Finance estimate as of Jan. 1, 1985

Source: U.S. Census

Population Trends for San Jacinto and Surrounding Areas

Area	1980	1985	1990	1995	2000	% Change 1980-2000
San Jacinto	7,098	8,900	9,175	10,454	11,316	59.4%
Hemet-San Jacinto R.S.A.	63,320	73,811	85,503	97,422	105,463	66.6%
Riverside County	663,970	795,100	942,800	1,079,700	1,201,500	81.0%

Source: Growth projections prepared by Riverside County Planning Department

J. Transportation/Circulation

Environmental Setting: The present circulation system of the City is described in Appendix B. Existing daily traffic volumes are shown on Figure IV-4.

Environmental Impacts: Intensified land use and development will significantly impact the transportation system of the City. However, capital improvement programs and careful transportation planning will facilitate the mitigation of potential impacts. Future daily traffic volumes (as depicted in Figure CE-4 of the Circulation Element of the San Jacinto General Plan) can be compared to existing traffic volumes (see Figure CE-2 of the same document) to see the projects impact on the circulation system. As can be seen from this comparison, the traffic volume in the City will significantly increase during the planning period of the project.

Mitigation Measures: Future impacts of increased traffic generated by the proposed land use policy shall be mitigated through Transportation System Management (TSM) measures and street improvements as recommended in the Circulation Element of the San Jacinto General Plan (see Table CE-3 for recommended minimum street design standards).



Figure IV-4
EXISTING DAILY TRAFFIC VOLUMES
(1985)

CITY OF SAN JACINTO
GENERAL PLAN

north ↑



K. Fire Protection

Environmental Setting: The City of San Jacinto has one fire station located at 160 West Sixth Street. The Fire Department has three full-time fire people and twenty-two volunteers. Their equipment inventory includes one reserve unit, one pumper and two engine companies. The most significant fire hazard in the City comes from structural fires. San Jacinto has an Insurance Services Office (ISO) rating of six out of a possible ten, one being the hightes rating.

Environmental Impact: The intensification of land uses beyond existing conditions will increase the need for fire protection services.

Mitigation Measures: The impact of each new project will be evaluated on a case-by-case basis and the impact shall be mitigated as necessary.

L. Police Protection

Environmental Setting: The City's police department is located at 160 West Sixth Street. The authorized strength of the police department is nineteen and includes one captain, three sergeants, two senior patrolmen, seven officers, five dispatchers, and one cadet.

Environmental Impact: Continued growth and expansion as proposed under the project will result in an increase in service calls as the population increases.

Mitigation Measures: A Public Safety Master Plan should be completed which balances professional recommendations with local conditions, restraints and community desires. Future needs of the departments could then be anticipated in conjunction with growth projections of the General Plan.

M. Schools

Environmental Setting: The San Jacinto Unified School District operates the educational facilities in the San Jacinto area. Six schools are located in the City and include one high school, one junior high school, two elementary schools, one continuation school and one parochial school. In recent years, enrollment in the five public schools has been with a net yearly gain of 4 to 5 percent. As a result of this growth, the District has been required to utilize portable classrooms to accommodate the additional students. School enrollments for 1978 and 1984 are shown in Table IV-5.

Environmental Impacts: As the population increases, overcrowding in the schools is a potential impact unless sufficient capital improvements can mitigate this impact.

Mitigation Measures: Implementation of a school development fee on new residential development is one potential mitigation measure. This fee could be used to mitigate overcrowded conditions in the school system.

Table IV-5
School Enrollment

Educational Facilities in San Jacinto

School	Address	Enrollment
San Jacinto High School (public: 9-12)	500 Idylwild St.	613
Monte Vista Middle School (public: 6-8)	181 N. Ramona St.	553
San Jacinto Elementary School (public: K-5)	136 N. Ramona St.	617
Nyatt Elementary School (public: 1-5)	400 E. Shaver St.	525
Mtn. View Continuation School (public)	1189 DeAnza	33
St. Hyacinth's Catholic School (private: K-8)	680 S. Santa Fe.	NA
Grace Memorial Christian School (private: K-4)	320 W. 2nd St.	75

Source: San Jacinto Unified School District

Enrollment Capacity Trends in San Jacinto Unified School District
1978 - 1984

Kindergarten - 5	1978	1984
enrollment	906	1,142
rooms needed 30:1 ratio	30	38
rooms available (double session)	33	41* (5 portable)
surplus (+) or deficit (-)	+3	+3
Grades 6 - 8		
enrollment	418	553
rooms needed 28:1 ratio	15	20
rooms available	17	22 (3 portable)
surplus (+) or deficit (-)	+2	+2
Grades 9 - 12		
enrollment	557	613
rooms needed 28:1 ratio	20	22
rooms available	22	23
surplus (+) or deficit (-)	+2	+1

*includes 5 classrooms for special education
Source: San Jacinto Unified School District

N. Recreation Facilities

Environmental Setting: There are four public parks available to San Jacinto residents. Three parks, Sallee Park, Mistletoe Park, and Druding Park, are maintained by the City of San Jacinto and the fourth Valley Wide Regional Park is the responsibility of the Valley Wide Regional Park District. In addition, the County has required the dedication of land in the vicinity of the rock quarry, located south of the San Jacinto River, which will eventually be developed for recreation use. Hoffman Park, a City maintained park, is the site of the City police and fire facilities and not considered part of the parkland inventory. The County operated San Jacinto River Park, located south of the San Jacinto River and east of Highway 79 was closed several years ago and there are no plans at this time to reopen the park for recreational uses. Table IV-6 provides information concerning acreage and an equipment inventory for each park.

Table IV-6: Recreational Facilities in San Jacinto

Park	Acreage	
Druding Park	0.6	picnic area, substandard restrooms
Misletoe Park	2.0	picnic area, restrooms, playlots, gazebo
Sallee Park	4.6	picnic area, restrooms, playlots, swimming pool
Valley Wide Regional Park	33.0	picnic area, restrooms, playlot, multi-purpose room, tennis courts, softball and soccer fields

Source: City of San Jacinto, 1985

Environmental Impact: Demand for additional and expanded recreational facilities will increase as a result of the growth anticipated over the next 20 years. San Jacinto could be considered deficient in the amount of land available for recreational use when the National Recreation and Parks Association standard of 10 acres per 1,000 persons is applied. However, when school sites are added to the total acreage devoted to recreational use, the City exceeds the recommended standard. Park and school recreational facilities are dispersed throughout the City.

Mitigation Measures: Through policies of active promotion, designation, acquisition and coordination of existing and new park sites as suggested in the General Plans, Aesthetics, Cultural, and Recreational Resources Element, the potential impacts of the plan can be mitigated.

Jacinto) farming is a very small portion of the county's total production. In fact it is a very small portion of the County's Alessandro District (this includes San Jacinto, Hemet, Riverside, and county portions lying in between) production. This small County percentage is even more clear when we realize that many of the crops grown in San Jacinto are only grown sporadically, we cannot count on them being produced each year.

CROP	ACRE	PRODUCE PER ACRE (TON)	TOTAL UNITS PRODUCED (unit)	TOTAL VALUE	PERCENTAGE COUNTY CROP
Alfalfa	135	30.35	4,097 (ton)	101,611	1%
Potatoes	120	317.0	38,040 (100 lbs)	375,074	3%
Watermelon **	220	12.44	2,736 (ton)	195,298	10%
Corn Ensilage **	80	27.74	2,219 (ton)	58,853	13%
Peaches	30	200.0	600 (22 lbs)	1,200	.7%
Apricots	40	2.46	98.4 (ton)	35,424	39%
Banana Squash **	40	10.0	400 (ton)	30,000	13%
Dry Onions	20	683.0	13,660 (50 lbs)	69,666	2%
Oat Hay	90	1.43	128.7 (ton)	13,106	2%
Pumpkins **	80	12.55	1,004 (ton)	95,888	50%
Spices Misc. Veg	160	139.0	22,240 (28 lbs)	400,542	20%

(Figures from County of Riverside, Agriculture Crop Report

use of Williamson Act contracts.
- Use of setbacks, buffers, and right-to-farm ordinances to offset nuisance impacts of urban uses on neighboring agricultural operations, and vice-versa.
- A no-project alternative.

Response: Comments noted. The proposed General Plan projects conditions and needs through the year 2005. These projections are used to better plan housing, transportation, recreation, and economic activity (including commercial and industrial product output and employment) for our developing community. Agriculture is a major industry in Riverside County, and a significant industry in the San Jacinto Valley; however, increased farming costs (especially the high cost of irrigation) and the potential profit gained from alternate land uses have prompted many farmers out of business. The General Plan is designed to be as sensitive as possible to the needs of agriculture, while still providing direction for the development of more urbanized uses.

Information regarding agricultural land in the San Jacinto sphere of influence, specifically, the impacts of the proposed general plan and possible mitigation measures, is found in the General Plan under Appendices (page MEA-IV-15, Figure IV-3). In addition, we have included here more specific information regarding agricultural preserves, local crop acreage and yields, as well as farmland conversion effects.

A majority of the presently used agricultural land is designated as rural residential/agricultural (0-3 du/acre), so as to allow agricultural use (see general plan land use designations map). Existing agricultural uses shall be permitted to remain in agricultural use at the owners discretion. "The transitions of agricultural uses to more urbanized uses is expected and is consistent with City objectives for the future." (San Jacinto General Plan MEA-IV-15).

This objective seems to be consistent with what is actually happening in the Valley. Much of the agricultural land has been converted to other uses per the owners requests, and notices of non-renewal for Williamson Act parcels have increased.

Below is listed local crop acreage, yields, and values for 1985. It is evident that most local (within the sphere of influence of the City of San

1985; Alessandro District Acreage and Crop Report 1985; and from conversations with representatives at the Riverside County Agricultural Commissioners Office.)

** delineates crops only grown sporadically.

Attached is a map showing the agricultural preserves located within the sphere of influence of the City of San Jacinto. All of the continuing preserves are located in a land use designation that would allow agricultural uses to continue. However, it is worth noting that the largest and highest yielding preserves are located outside the limits of City influence; where such use is much better suited.

Preserves in the City's sphere of influence:

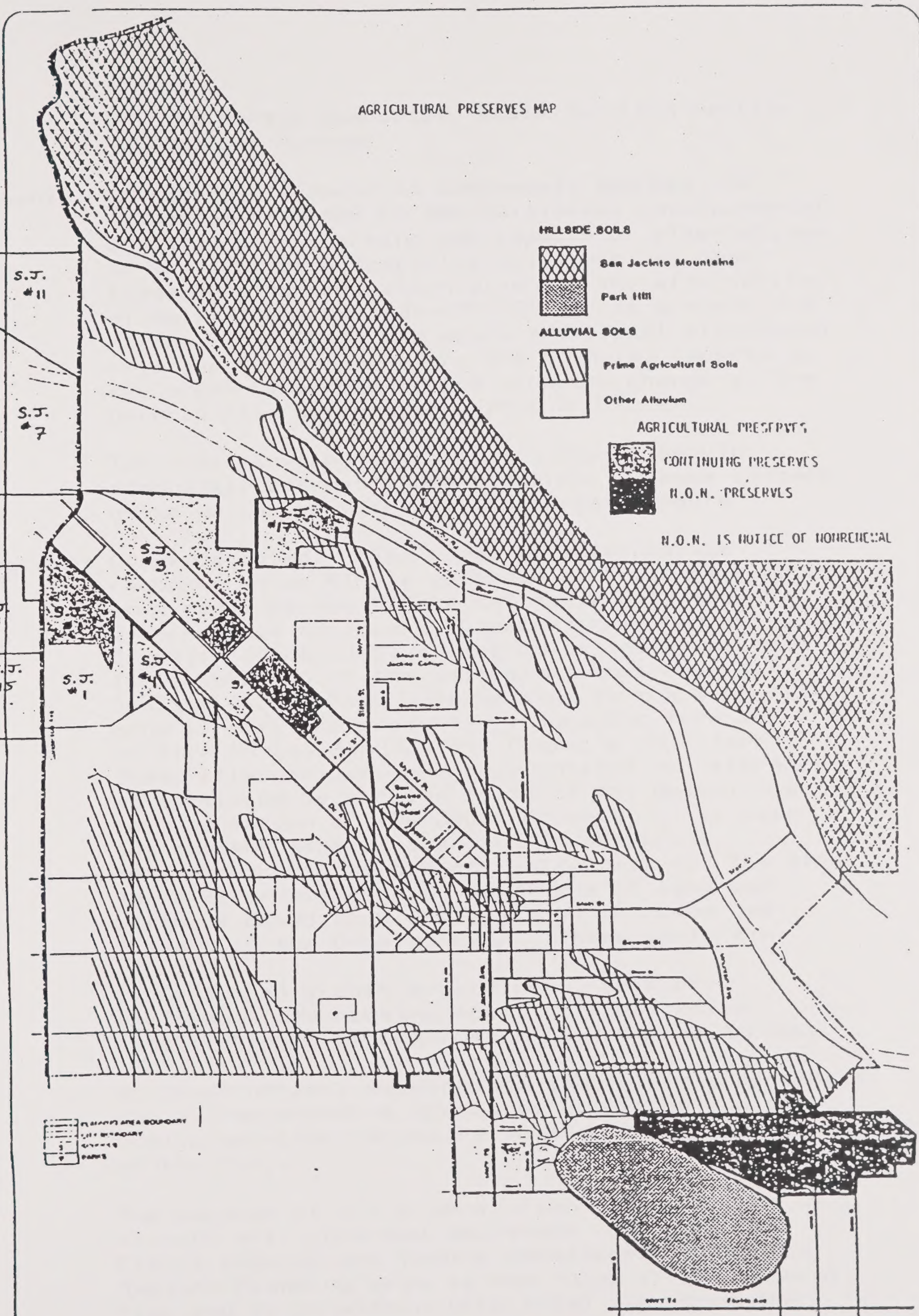
San Jacinto #1	212.14 acres (partial NON)**
San Jacinto #3	348.58 acres
San Jacinto #4	142.44 acres
San Jacinto #5	112.94 acres (partial NON)**
San Jacinto #17	147.65 acres
Valle Vista #4	88.13 acres (NON)**

Preserves nearby but outside the City's sphere of influence:

(These preserves are not sited on the map but rather lie to the west of the City's sphere of influence.)

San Jacinto #2	218.26 acres
San Jacinto #7	602.20 acres
San Jacinto #8	497.36 acres
San Jacinto #11	1719.26 acres
San Jacinto #14	158.35 acres
San Jacinto #15	201.72 acres

(**NON is Notice of Nonrenewal)



AGRICULTURAL PRESERVES MAP

CITY OF SAN JACINTO
GENERAL PLAN

north ↑

cba

D. The Martin Companies, Scott Harrison Martin, Manager Partner

Comment: The Draft EIR does not adequately address the issues as provided by the California Environmental Quality Act concerning the impacts of alternatives to the project. Specifically, there has been inadequate consideration given to the alternative of maintaining AP #439-070-021 in its present R-3 status. The Draft EIR needs additional discussion relative to the pecuniary and planning impacts on the property owners of the proposed change in the general plan designations from R-3 to M-1.

The Final Environmental Impact Report should adequately address these concerns. Please contact us so we can provide the appropriate inputs.

Response: Comments noted. "The range of alternatives required in an EIR is governed by "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit reasoned choice." [Section 15126. d(5) of the Guidelines for Implementation of the California Environmental Quality Act]. Four alternatives to the proposed general plan are presented in graphic form and are on file in the San Jacinto Planning Department. These alternatives were incorporated by reference as permitted by section 15150 of the Guidelines for Implementation of the CEQA. Concept "A" is based on the current general plan and is therefore considered the "no project" alternative. The other three alternatives are variations of land-use patterns based upon the goals of the Land Use Element of the General Plan. Those goals are:

1. Continued growth providing a range of employment and housing opportunities, while establishing a stronger more diversified economy.

2. Construction, maintenance and future programming for a comprehensive system of utilities and other public services necessary to the proper functioning of the City.

The purpose of the general Plan is to produce well thought out, informed decisions regarding the City's ongoing and future development. The San Jacinto Planning area is the focus of the General Plan and it is within this total area that the General Plan designates sections of land for particular uses so as to best serve the goals of the community as a whole (see section 21002.1(d) of

the CEQA). The needs and consequent designation of corresponding land-use categories must be analyzed for the community as a whole rather than parcel by parcel. We realize there may be other desirable uses for parcel 439-070-021, however, it is not possible, nor within the scope or purpose of the EIR to address all possible uses for each parcel.

E. State of California, Department of Transportation, Mr. Guy G. Visbal, Chief Transportation Planner, Branch A

Comment: We have reviewed the above-referenced document and request consideration of the following:

Please discuss possible impacts to State Highway Route 79 along with mitigation measures through implementation of the General Plan.

Consideration must be given to the cumulative effect of continued development in the San Jacinto area. Any measures necessary to mitigate the cumulative impact of traffic are to be considered.

Response: Comments noted. Detailed discussion of impacts and mitigation measures upon State Highway 79, and upon the circulation system as a whole, is provided in the Circulation Element of the General Plan (CE-1 through CE-11).

Comment: Care is to be taken when developing any property adjacent to the State highway to preserve and perpetuate the existing drainage pattern. Particular consideration must be given to cumulative increased storm runoff to insure that a highway drainage problem is not created.

Should any work be required within State Highway right of way, Caltrans would be a responsible agency and may require that certain mitigation measures be provided as a condition of permit issuance.

We urge early and continuous liaison with Caltrans on proposed plans as they affect State highways.

We would like a copy of the final document as soon as it is available.

Response: Comments noted.

COUNTY OF RIVERSIDE
PARKS DEPARTMENT

4600 Crestmore Road, P.O. Box 3507, Riverside, CA 92519 • (714) 787-2551

PAUL D. ROMERO
Director

RECEIVED
APR 04 1986
Community Development

March 28, 1986

Mr. Brian McNabb
Director of Community Development
201 E. Main Street
San Jacinto, CA 92383

Dear Mr. McNabb:

MASTER ENVIRONMENTAL ASSESSMENT - EIR

The County Parks Department is again pleased to offer the following information in the preparation of the City's General Plan.

1. On page MEA-IV-29, Section N, correctly identifies San Jacinto River Park as a park unit of this department; however, since 1982 this park has been leased to JHB Roping and Arena, a private company, which operates an equestrian center for public use.

2. There are planned recreational trails in the vicinity of the city. These are riding and hiking trails planned along the length of the San Jacinto River and extending north into the Potrero area (see map attached).

We feel that these trails are significant and should be documented. Should you require further information on either of the two referenced items, please do not hesitate to contact this department.

Sincerely,

Sam W. Ford

Sam W. Ford
Chief Park Planner

SF/GB:sm

c: George Balteria
Bud German

Enclosures: 800 Scale Maps 112 123
Legend -Equestrian Trail Maps
800 Scale Map Index
County Trail Standards Fig. IV 22-24

STATE OF CALIFORNIA
GEORGE DEUKMEJIAN, Governor

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD
SANTA ANA REGION

[illegible] INDIANA AVENUE, SUITE 200
[illegible]VERSIDE, CALIFORNIA 92506

PHONE: (714) ~~684-8239~~ xxxxxxxx 782-4130

June 18, 1986

RECEIVED
JUN 20 1986
Community Development

Mr. Brian McNabb
City of San Jacinto
201 East Main Street
San Jacinto, CA 92383

DEIR: SAN JACINTO GENERAL PLAN, SCH# 86051206

Dear Mr. McNabb:

We have reviewed the Draft Environmental Impact Report regarding this general plan and offer the following comments.

The DEIR states on page MEA-IV-30 that the communities in the service area of the sewage treatment facility "occasionally generate peak flows of approximately 11 mgd, though peak flows of this magnitude are rare and usually occur in the winter months." It is not clear from this statement whether these unusually high flows are caused by rainfall infiltration or by actual wastewater generation. However, it does raise the question of whether the projected maximum treatment capacity of 15 mgd is adequate to accommodate the 59.4 percent increase in the City's population which is projected by the year 2000.

Hopefully, the general plan will serve to guide development in light of identified constraints, including sewage treatment capacity. At a minimum, approval and construction of specific projects in the area should be contingent on the demonstration of adequate sewerage facilities.

Sincerely,

for Joanne E. Schneider

Nancy A. Olson
Environmental Technician

cc: (w/enclosure) - Office of Planning & Research - Peggy Osborn

NAO:csi

e of California

THE RESOURCES AGENCY OF CALIFORNIA

emorandum

Dr. Gordon F. Snow
Assistant Secretary for Resources

Mr. Brian McNaff
201 East Main Street
San Jacinto, CA 92383

Date : JUN 18 1986

Subject:
Master Environmental Assessment EIR
City of San Jacinto,
SCH 86051206.

m : Department of Conservation—Office of the Director

The Department of Conservation has reviewed the Master Environmental Assessment Environmental Impact Report for the City of San Jacinto, Riverside County. We have comments on the project's mineral land, seismic and agricultural impacts.

Mineral

Under the authority of the State Surface Mining and Reclamation Act of 1975 (SMARA), the Department of Conservation is authorized, among other responsibilities, to classify specified lands of the State according to the presence of significant mineral deposits. This mineral-land classification activity provides local government, local property owners, and the mining industry with scientific information regarding the nature, occurrence, and distribution of mineral deposits. This information is intended for use by local government in land-use planning and mineral conservation.

The Division of Mines and Geology has classified all of the land in your region in their Special Report 143 "Mineral land classification of the greater Los Angeles area."[1] Part VII of this report covers the San Jacinto area; specifically, plate 7.21. Due to the presence of economically significant deposits of mineral resources in the area, we recommend that the Final EIR contain a discussion of its mineral resource potential. As the proposed project would prohibit future mineral extraction operations in the area, an analysis of the impacts that the project would have on the local and regional aggregate resource supplies should also be prepared.

Seismic

Figure IV-2 in the EIR shows the Alquist-Priolo zone north of San Jacinto, but to the northeast of the City. In the Soboba Hot Springs area, it is not complete. A copy of the pertinent part of Alquist-Priolo San Jacinto map is enclosed. DMG Special Report 42 should be used as a reference .[2]

RECEIVED
JUN 18 1986

Agricultural

The proposal would involve land use development over the next fifteen to twenty years to serve an estimated increase in population of 14,100 people.

The DEIR should have provided specific information on the number of acres of agricultural land which would be converted as a result of implementation of this Plan, the potential agricultural value of the affected sites, the impacts of the conversion of the land and the possible mitigation actions which would reduce the impact of the loss of agricultural land. The DEIR should also have noted the potentially significant issues related to the development of residential, commercial and industrial areas and governmental services which will serve the increased population. We recommend that the Final Environmental Impact Report (FEIR) include the following information to ensure the adequate assessment of the project's impacts in these areas.

- o The agricultural character of the area covered by the project and of nearby or surrounding lands which may be affected by the conversion.
  - Availability and quality of irrigation water.
  - Types and relative yields of crops grown
  - Agricultural potential, based on Important Farmland Series map designations and on the U. S. Department of Agricultural Land Capability Classifications.
- o The impacts of any required cancellations of Williamson Act contract(s) affecting the property, as well as any of the following data:
  - The location of agricultural preserves, including acreage and type of land (prime/non-prime).
  - The location of Williamson Act contracts on lands within and adjacent to the project area.
  - A discussion of the effects of this project on nearby properties also under contract.
- o Farmland Conversion Impacts
  - The type and amount of farmland conversion, if any, that would result from implementation of the plan, including loss of potential crop yields.
  - The proportion of the County's total farmland that this conversion would represent.

- The proportion of the County's total acreage of those crops currently grown at the proposed sites that this plan would represent.
- The growth inducing impact of the plan on other farmland in this area of Riverside County.
- The cumulative impact of the plan on other farmland in and around San Jacinto.

o Mitigation measures and alternatives that would lessen the farmland conversion impacts of this project. Some possibilities are:

- Conversion of non-farmland to new farmland of equivalent quality and quantity elsewhere in the area.
- Protection of other, existing farmland through the use of the Williamson Act contracts.
- Use of setbacks, buffers, and right-to-farm ordinances to offset nuisance impacts of urban uses on neighboring agricultural operations, and vice-versa.
- A no-project alternative.

If you have any questions regarding these comments, please contact me at (916) 322-5873.

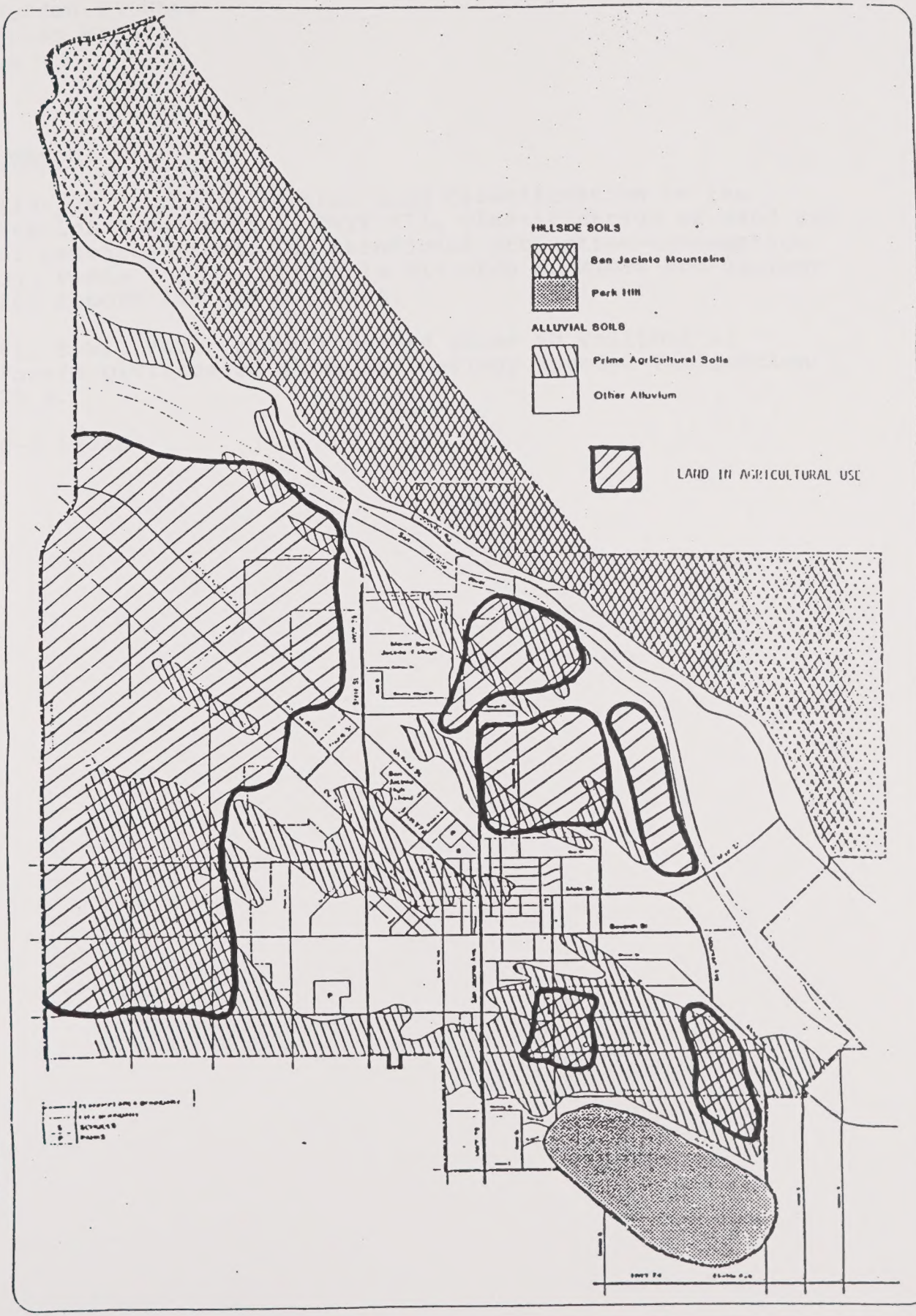
Sincerely,

Dennis J. O'Bryant

Dennis J. O'Bryant
Environmental Program Coordinator

Enclosures:

cc: Zoe McCrea, Division of Mines and Geology
Richard B. Saul, Division of Mines and Geology
Steve Oliva, Manager, Land Conservation Unit
RG 1188



AGRICULTURAL ACTIVITIES MAP

CITY OF SAN JACINTO
GENERAL PLAN

north ↑



References:

[1] Miller, R.V., 1984, Mineral land classification in the greater Los Angeles area; Part VII, Classification of sand and gravel resource areas, San Bernardino production-consumption region, Plate 7.21: California Division of Mines and Geology Special Report 143, 54 p., maps.

[2] Hart, E.W., Fault-rupture hazard zones in California: California Division of Mines and Geology Special Publication 42, 25 p.

3051C-2 (431B)


Claremont
Bellamont
Sobobia Hot Springs
LANDSLIDE
GOLF COURSE
LEVEL
San Jacinto
Trabuco Peak
JACINTO
13
18
19
20
29
30
31
32

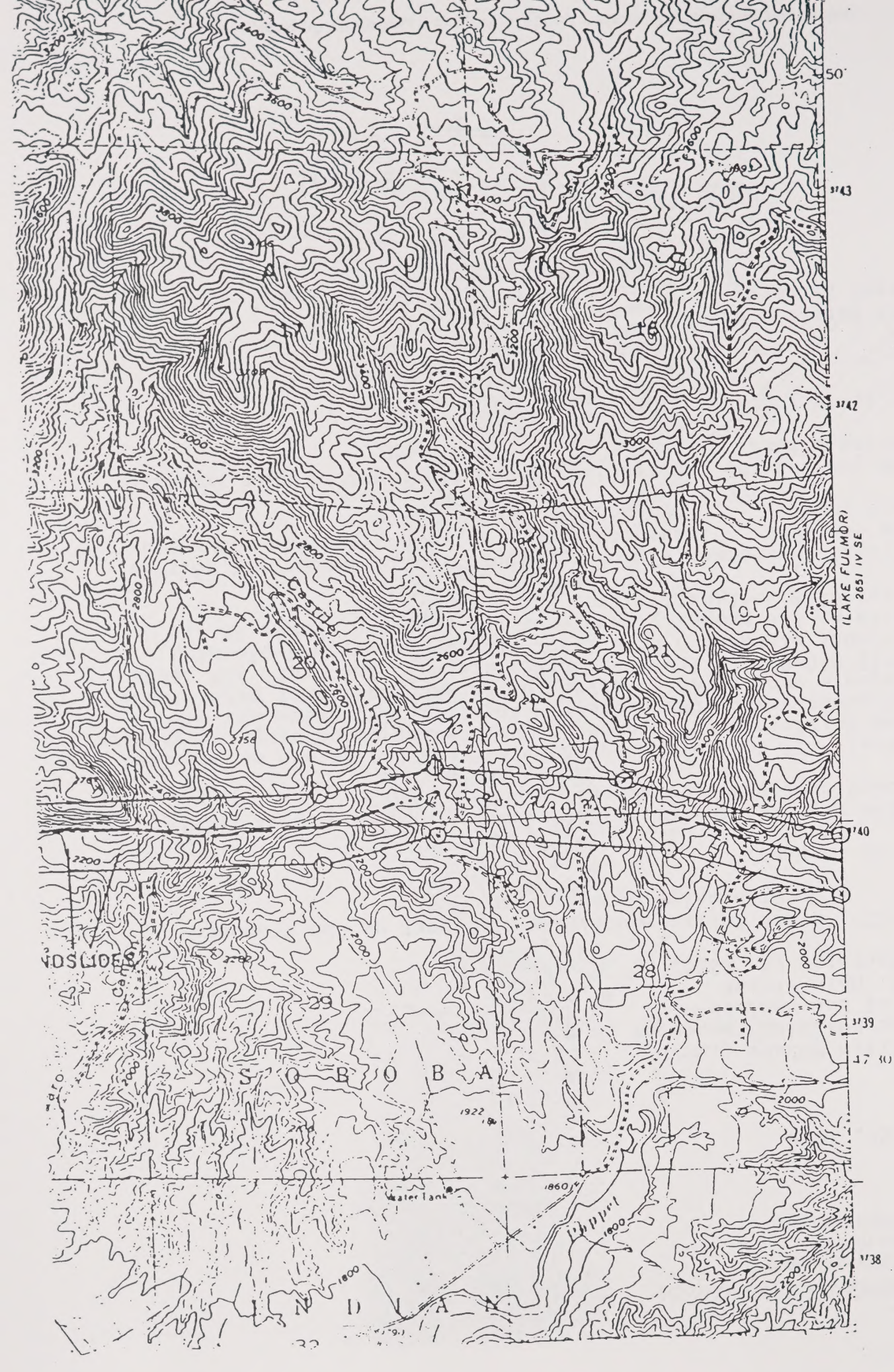
Table IV-4 continued

AIR QUALITY DATA
1984
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Source/ Receptor Area No.	Location of Air Monitoring Station	Suspended Particulates (Hi-Vol)							Lead (Hi-Vol)			Sulfate (Hi-Vol)		Visibility	
		Total Samples Collected	Max. Conc, ug/m³	No. Samples Exceeded 24-Hr. Standard[d]			Percent AGM Standard Exceeded		Max. Conc ug/m³	No. Occasions Standard Exceeded		Max. Conc, ug/m³	No. Samples Ex. Stand.	Location	Days Not Meeting State Standard e)
				Federal		State	Federal	State		Federal	State		State		
				>260 ug/m³	>150 ug/m³	>100 ug/m³	> 75 ug/m³	>60 ug/m³		1.5 ug/m³ Qrtly Avg.	1.5 ug/m³ Mo. Avg.		> 25 ug/m³ 24-Hours		
1	Los Angeles	47	148	0	0	23	30.0	62.5	1.24	0	0	27.4	1	L. A.	NO
2	W. Los Angeles	55	121	0	0	4	0	17.5	1.08	0	0	26.4	1	BUR AP	14
3	Lennox	57	156	0	1	17	13.3	41.6	1.99	0	0	26.7	1	LAX AP	25
4	Long Beach	59	195	0	6	15	18.0	47.5	1.40	0	0	22.2	0	LB AP	13
5	Whittier	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	WJF	2
6	Reseda	60	134	0	0	7	0	22.0	1.10	0	0	22.9	0		
7	Burbank	13	166	0	2	3	4.8	31.0	1.23	0	0	10.2	0		
8	Pasadena	55	133	0	0	15	4.1	30.1	1.19	0	0	25.4	1		
9	Azusa	57	195	0	10	42	43.7	79.6	0.97	0	0	27.6	1		
9	Glendora[c]	43	179	0	1	12	0	24.5	0.50	0	0	25.4	1		
10	Pomona	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM		
11	Pico Rivera	53	172	0	2	25	26.6	58.3	1.24	0	0	20.6	0		
12	Lynwood	59	199	0	11	31	40.0	75.0	2.05	0	0	24.9	0		
13	Newhall	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM		
14	Lancaster	56	180	0	2	10	0	21.3	0.57	0	0	11.1	0		
16	La Habra	59	237	0	7	19	19.8	49.8	1.09	0	0	21.9	0	EL TORO · MCAS	3
17	Anaheim	58	204	0	6	20	14.4	43.0	1.11	0	0	20.1	0		
17	Los Alamitos	58	218	0	7	25	29.6	62.0	1.74	0	0	19.5	0		
18	Costa Mesa	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM		
19	El Toro	61	179	0	1	7	0	16.5	0.48	0	0	14.9	0		
22	Norco-Corona	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	MARCH AFB	18
23	Riverside Rub.	59	278	1	27	44	76.9	121.1	0.91	0	0	22.8	0		
23	Riverside Mag.	61	205	0	14	37	50.2	87.8	0.99	0	0	22.6	0		
24	Perris	60	193	0	9	35	27.4	59.3	0.48	0	0	15.9	0		
28	Hemet [c]	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM		
29	Banning	57	277	1	4	16	0	17.3	0.33	0	0	22.2	0		
30	Palm Springs	61	113	0	0	6	0	0	0.31	0	0	8.9	0		
30	Indio	57	280	1	10	28	30.6	63.3	0.35	0	0	11.7	0		
32	Upland	58	178	0	6	31	24.9	56.1	0.79	0	0	22.6	0	NORTON AFB	37
33	Ontario	54	267	1	16	34	51.7	89.6	1.12	0	0	28.3	2	ONT AP	51
33	Chino [c]	38	205	0	5	27	52.0	90.1	0.55	0	0	24.7	0		
34	Fontana	60	317	1	18	38	46.6	83.3	0.46	0	0	23.8	0		
34	San Bernardino	58	219	0	18	37	42.5	78.1	0.90	0	0	23.4	0		
35	Redlands	59	217	0	12	32	24.2	55.3	0.35	0	0	21.0	0		
37	Lake Gregory	58	113	0	0	3	0	0	0.22	0	0	10.3	0		

d) - Preponderance of suspended particulates data collected in 1984 were of the high-volume, glass-fiber filter type (not PM_{10}). Therefore, suspended particulates continue to be compared to previous California TSP standards.

e) - Visibility standard is 10 miles or greater on days when relative humidity is less than 70%.


50'
3743
3742
(LAKE FULMOR)
2651 IV SE
3740
3739
3738
SOBOBA
INDIAN
Castle
Water tank
1922
1860
1800
2000
2200
2400
2600
2800
3000
3200
3400
3600
3800
29
28
21
16
32

The Martin Companies
One Wilshire Building Suite 1210
624 South Grand Avenue
Los Angeles, California 90017
(213) 623-6107

June 24, 1986

Mr. Brian McNabb
Senior Building Inspector
City of San Jacinto
201 E. Main Street
San Jacinto, CA 92383

SUBJECT: Draft Environmental Impact Report on the Proposed Comprehensive General Plan

Dear Mr. McNabb:

We have reviewed the Draft Environmental Impact Report on the proposed comprehensive general plan.

The Draft EIR does not adequately address the issues as provided by the California Environmental Quality Act concerning the impacts of alternatives to the project. Specifically, there has been inadequate consideration given to the alternative of maintaining AP #439-070-021 in its present R-3 status. The Draft EIR needs additional discussion relative to the pecuniary and planning impacts on the property owners of the proposed change in the general plan designation from R-3 to M-1.

The Final Environmental Impact Report should adequately address these concerns. Please contact us so we can provide the appropriate inputs.

Thank you for the opportunity to provide input to this important planning effort.

Very truly yours,

Scott Harrison Martin
Manager Partner

emorandum

: State Clearinghouse
Office of Planning & Research
1400 10th Street
Sacramento, CA 95814

Date: June 16, 1986

File : 08-Riv-79-27.0/36.0

Attention Ms. Peggy Osborn

m : DEPARTMENT OF TRANSPORTATION
District 8

bject: DEIR - San Jacinto General Plan

We have reviewed the above-referenced document and request consideration of the following:

Please discuss possible impacts to State Highway Route 79 along with mitigation measures through implementation of the General Plan.

Consideration must be given to the cumulative effect of continued development in the San Jacinto area. Any measures necessary to mitigate the cumulative impact of traffic are to be considered.

Care is to be taken when developing any property adjacent to the State highway to preserve and perpetuate the existing drainage pattern. Particular consideration must be given to cumulative increased storm runoff to insure that a highway drainage problem is not created.

Should any work be required within State highway right of way, Caltrans would be a responsible agency and may require that certain mitigation measures be provided as a condition of permit issuance.

We urge early and continuous liaison with Caltrans on proposed plans as they affect State highways.

We would like a copy of the final document as soon as it is available.

If you have any questions, please contact Morgan Choate at (714) 383-4233.

G. G. Visbal

GUY G. VISBAL
Chief, Transportation Planning
Branch A

MLC:ldb
cc: FDHusum, Plan Coord Unit, DOTP
PConnally, Development Review
File (2)

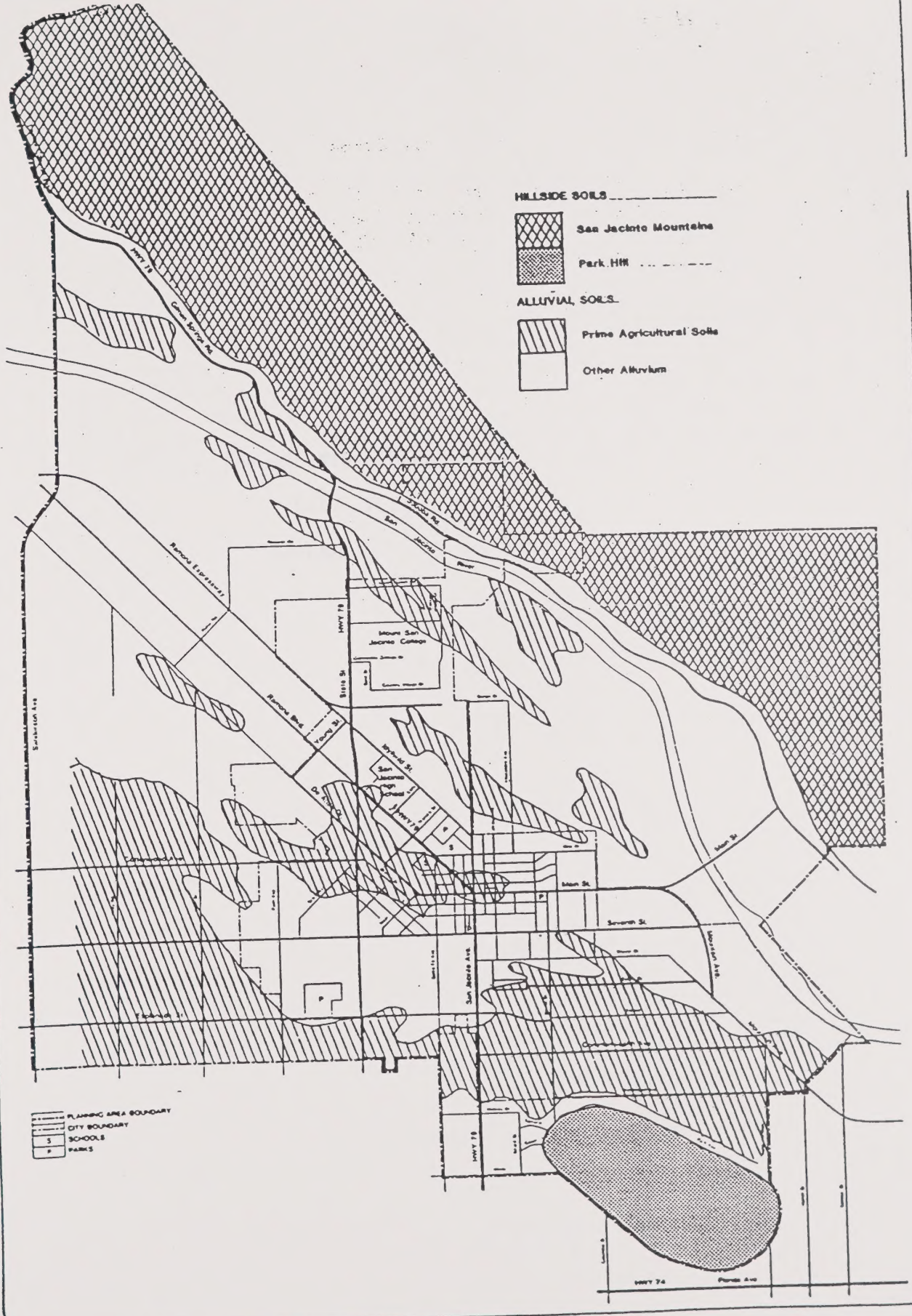


FIGURE IV-3

SOILS

CITY OF SAN JACINTO
GENERAL PLAN

north ↑



SAN JACINTO GENERAL PLAN

CITY FEES

APPENDIX C

San Jacinto General Plan Program

Citizen Participation

The Citizen Advisory Committee will assist City staff and the consulting team in developing the General Plan. The Committee will participate in the planning process through discussions at regularly scheduled meetings and through review and comment of work products. Two of the Citizens Advisory Committee meetings are anticipated to be joint working sessions with the City Council and Planning Commission. All participants will receive an agenda and review material at least 3 days before the scheduled meetings.

Tentative Schedule

Meeting #1 — Week of Jan. 7, 1985

- background
- issue identification

Meeting #2 — Week of February 4, 1985

- Survey Report findings
- preliminary land use concept plans

Meeting #3 — Week of March 4, 1985

- section of goals
- selection of land use concept plan

Working session with Commission/ Council

Meeting #4 — Week of April 15, 1985

- review and comment on Plan elements
- recommendation

Meeting #5 — Week of May 20, 1985

- review and comment on Plan elements
- recommendation to Planning Commission and City Council

Working Session with Commission/ Council

Note: A minimum of two public hearings will be held on the Plan after the Committee makes its recommendation.

City of San Jacinto
Post Office Box 488, San Jacinto, California 92383
714 - 654-7337

SITE PLAN AND STAFF REVIEW FEES

SITE PLAN REVIEW FEE

Building Area	Fee
Less than 1,800 sq. ft.	$ 50.00
1,800 - 5,000 sq. ft.	$100.00
5,001 - 10,000 sq. ft.	$175.00
10,001 - 20,000 sq. ft.	$225.00
More than 20,000 sq. ft.	$ .01/sq. ft.

STAFF REVIEW FEE

Land Use Cases	$ 50.00
Land Division Cases	$100.00
Condominium Development Review Fee	$100.00 + $5.00 per unit

DATE: January 15, 1985

TO: Members of the San Jacinto General Plan Citizens Advisory Committee (CAC)

FROM: Lynn M. Harris, Project Manager, San Jacinto General Plan Program, Cotton/Beland/Associates, Inc.

Over next several weeks, we would like to take the opportunity to meet with each member of the CAC individually. Citizen participation is central to the successful development and implementation of a General Plan. CAC workshops, presentations, and public hearings, while integral parts of the participation process, all take the form of meetings. Unfortunately, rarely in the context of formal meetings do all members present have an opportuntiy to contribute. To help rectify this situation, we would like to schedule individual interviews with CAC members. On the short form which follows, please give your name, a phone number where you can be reached during the day, and what days and/or time periods be convenient to meet. We anticipate the interview will take approximately 30-40 minutes. We will contact you to confirm the interview time and location of meeting.

NAME: _____

PHONE: _____

DAY/TIME CONVENIENT FOR MEETING:

Thursday, January 24th		Friday, January 25th	
Morning	_____	Morning	_____
Afternoon	_____	Afternoon	_____
Evening	_____	Evening	_____

Not available either date _____

Please indicate a first and second choice for meeting time if possible.

Cotton / Beland / Associates
Urban & Environmental Planning

#360
January 15, 1985

CITY OF SAN JACINTO GENERAL PLAN PROGRAM
PRELIMINARY ISSUES CHECKLIST

The attached checklist is intended as a starting point for the discussion and eventual selection of goals and objectives to be incorporated as part of the City's General Plan. Carefully review the list and make modifications, deletions and additions as you feel are appropriate. Every CAC member's list will be studied and the results tabulated. There is no need for you to put your name on the issue identification list unless you want to. The results will be kept confidential.

Stamped addressed envelopes will be made available at the January 15th meeting. Please mail your responses to this questionnaire NO LATER THAN MONDAY, JAN. 21st.

Discussion of this material will begin at the January 15th meeting and continue at the February meeting. We will go through the list (including your suggestions and additions) point by point. When this is completed, we will have developed a series of issues forming the basic philosophy around which the General Plan is to be guided. This will become the goals and objectives portion of the Plan.

The checklist does not reflect the consultant planning team's recommendations in any way. It is to be used as an aid to discussion, i.e., a means of focusing on specific topics and narrowing the range of issues to those most relevant to San Jacinto.

1028 N. LAKE AVENUE · SUITE 107 · PASADENA, CALIFORNIA 91104 · (818) 791-7682 · (213) 681-2061

	YES	NO
City-wide:		
1. Should the San Jacinto General Plan establish a strong policy framework to guide City development in a manner which may not accommodate all of the objectives of land owners?		
2. Should we let land owners/developers assume the initiative and accommodate their development proposals by adopting City plans and program to fit?		
3. Do we want a "balanced community" with a full range of residential, commercial and industrial land uses insofar as regional market demand will permit?		
4. Would we rather try to direct City development toward a special focus (recreational/resort/retirement)?		
5. Should the cost and locations of new public facilities and infrastructure be distributed to those developments which generate the need?		
6. Or should the City attempt to install such public improvements in a manner which will guide development according to plan?		
7. Should we try to encourage diversity of housing types by means of incentives?		
8. Or should we let the private market determine the type and quality of housing?		
9. Should new residential development be oriented towards senior citizens?		
10. Should manufactured housing and mobile home subdivisions (i.e., own-your-own lot) be actively encouraged in all low-density residential areas?		
11. Should the City encourage growth in all portions of the incorporated limits and the surrounding "sphere of influence"?		
12. Or should we direct growth in specific designated "growth" areas adjacent to urbanized portions of the community?		

	YES	NO
13. Or should we direct growth in specific areas separated from the urbanized portion of the community?		
14. Should the City encourage annexations areawide?		
15. Or should the City prioritize annexations of industrial and residential developed areas?		
16. Should the General Plan designate areas for future recreational facilities and park lands?		
Downtown:		
17. Is Downtown a place which is "important" to the people of San Jacinto as the heart of the community?		
18. Should we try to stimulate and enhance the development of Downtown as a "special" place which has a distinctive character and offers goods and services not provided elsewhere in the City?		
20. If so, should we establish special development standards which would seek to upgrade the quality of development by code enforcement?		
21. Or should we adopt a special rehabilitation program to provide some assistance to local tenants and owners?		
22. Should Downtown be intensified by a plan to make it the Central Business District?		
23. Or should we assume that other areas adjacent to the proposed expressway or near population centers such as San Jacinto college will provide comparison retail, office and other CBD-type uses?		
24. Should we encourage the preservation of historical structures in the downtown area?		

	YES	NO
Other Issues:		
25. Should San Jacinto try to preserve agricultural areas?		
26. Should land use planning be coordinated with the City of Hemet?		
Capital Improvements/Infrastructure (Water/Sewer/Streets/ Storm Drains)		
27. Should the extension of City utilities, services and other facilities both within the City limits as well as to newly-annexed and undeveloped areas be based upon an adopted City Capital Improvement Program?		
28. Should capital improvements be financed by means of special assessment districts consisting of all property owners to be benefited?		
29. Should new developments in vacant areas be approved only after Water and Sewer Master Plans are completed?		

INTRODUCTION

An adequate general plan is one that, beyond meeting the minimum requirements of state law, establishes a useful guide for local decisionmaking. To be legally adequate, a general plan must address each issue prescribed by state law as it applies to the community; address each issue through data and analysis, policy, and an implementation program; be internally consistent and long-term; and cover all territory within the jurisdiction and any adjacent related lands, while reflecting the needs of the regional population. There is also a "common sense" standard of adequacy which requires that the general plan focus on the issues of greatest local concern, be organized and written in a manner so that it serves as a clear and useful guide for decisionmakers and citizens, and be available to all those concerned with the community's development.

ISSUES TO BE ADDRESSED IN THE GENERAL PLAN

REQUIRED ELEMENTS

The Legislature has identified in Government Code Section 65302 nine elements that it believes every city and county must include in its general plan:

- The **land use element** designates the general distribution, location, and extent (including standards for population density and building intensity) of the uses of land for housing, business, industry, open space, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses.
- The **circulation element** identifies the general location and extent of existing and proposed major roads, highways, railroad and transit routes, terminals, and other local public utilities and public facilities.
- The **housing element** identifies existing and projected housing needs and establishes goals, policies, objectives, and programs for the preservation, improvement, and development of housing to meet the needs of all economic sectors of the community.

lations call for the inclusion of special policies and standards for development in the general plans of those jurisdictions that contain zones designated as having surface fault hazards. Finally, the Airport Land Use Commission Law requires cities and counties around airports to bring their general plans into conformity with adopted airport land use plans or to make special findings (for further details on special requirements, see Chapter VII).

OTHER ELEMENTS AND ISSUES

Most cities and counties add optional elements to this basic set of state-mandated elements and issues, as they may under Government Code Section 65303. Most of the optional elements listed in Section 65303 build on elements required by Section 65302. The omnibus provision at the end of Section 65303, however, leaves open the number and type of additional issues a jurisdiction may include in its general plan.

Because optional elements have the same force and effect as required ones, their adoption can expand a local government's authority. For instance, the Quimby Act provision of the Subdivision Map Act authorizes a city or county with an adopted recreation element to require park dedications as a condition of subdivision approvals (Government Code Section 66477). As another example, state agencies may delegate certain authority over geothermal development to a county that has adopted a geothermal element (see Chapter VIII for a discussion of the Geothermal Element and other optional elements and issues).

Even in the absence of specific statutory provisions, the adoption of any optional element expands the regulatory authority of a city or county through the requirements that zoning and subdivisions be consistent with the general plan. The consistency requirements hold for optional elements as well as for required ones. The factual data and policy adopted in an optional element can also be used as the legal foundation for other forms of regulation, such as growth management ordinances.

SOCIAL AND ECONOMIC CONCERNS

Although state requirements for a general plan emphasize environmental and physical development, all physical development fulfills economic and social needs and, in turn, profoundly affects economic and social conditions. Indeed, general plan policy is social and economic policy.

At a minimum, cities and counties should give careful consideration to the social and economic ramifications of all general plan policies they adopt. For instance, how will the policies and plans affect low- and moderate-income groups? How will the policies and plans affect employment, business, and the costs and revenues of local government? In answering these questions, many communities have prepared both social and economic development elements. Others have threaded these concerns through each required element. Still

- The **conservation element** provides for the conservation, development, and use of natural resources, including water, forests, soils, rivers, lakes, harbors, fisheries, wildlife, minerals, and other natural resources.
- The **open-space element** details plans and measures for the preservation of open space for natural resources, for the managed production of resources, for outdoor recreation, and for public health and safety.
- The **seismic safety element** identifies and appraises seismic and geologic hazards.
- The **noise element** examines noise sources yielding information to be used in setting land use policies for compatible uses and for developing and enforcing a local noise ordinance.
- The **scenic highway element** prescribes the development, establishment, and protection of scenic highway corridors.
- The **safety element** establishes standards and plans for the protection of the community from fires and geologic hazards.

Some elements, like open-space, encompass a number of issues, while others, like scenic highway, focus on a single topic. The requirements for the nine elements also overlap: several issues, such as geologic hazards, are mentioned more than once. Because local conditions vary, the relevance and importance of each issue specified in the law differ from community to community. While it must satisfy the minimum requirements of the law, a general plan needs to address each issue specified in the law only to the extent it pertains to the jurisdiction (Government Code Sections 65300.7 and 65302.1). This qualification does not apply to the housing element which must comply with all statutory requirements. Where a local government determines that an issue specified in the law does not apply to local conditions, the general plan should document the basis for the judgment (for more detail, see Chapters III, V, and VI).

SPECIAL REQUIREMENTS

Additionally, a number of special requirements affect the general plan. The California Coastal Act, for instance, directs all cities and counties lying within the Coastal Zone to include special coastal provisions in their general plans. Under the Surface Mining and Reclamation Act, a jurisdiction's general plan must include policies to protect mineral resources if the area contains resources of statewide or regional significance. The California Timberland Productivity Act requires a timber production element of all cities and counties where timberland production zoning exists. The Alquist-Priolo Special Studies Zones Act and its implementing regu-

others have established regular economic and social impact assessment procedures for plans and projects.

In the 1980s, taxing and spending limits will heighten the value of the general plan as a tool of fiscal management. The type, location, and intensity of new development proposed in the general plan determine the services and facilities the local government will need to provide. Unless these decisions are made with a clear understanding of the costs and revenues associated with new development and the possibilities for financing them, local governments may be unable either to provide the required new services and facilities or even maintain existing levels (see Chapter VIII for discussions of social and economic concerns in the general plan).

HOW ISSUES ARE TO BE ADDRESSED

Whether required by state law or included in the general plan at the option of the city or county, each issue should be addressed in three ways: data and analysis; policy; and implementation program.

Data and Analysis

Sound policy depends on solid information, but general plan requirements in this area vary. The provisions concerning the open-space element call for an inventory of resources. The seismic safety element requirement speaks of an "identification and appraisal" of seismic and geologic hazards. The section governing the noise element contains detailed instructions for collecting data. Similarly, the housing element requirement offers specific instructions for documenting housing needs. While the requirements for the other elements are not as clear as these four, documenting the factual and analytic basis for policy in the other elements is equally important.

Because collecting and analyzing information can be expensive and the capacity of any government agency to process and use information is limited, local governments must use their best judgment as to the amount of information needed for policymaking. It should also be remembered that data without analysis are seldom useful: analysis serves as a bridge of logic from raw data to policy.

While the law implies that background information on open space, seismic safety, noise, and housing must be adopted as part of each of these elements, the requirements are not as clear for the other elements. Nevertheless, background information for all of the elements should be formally adopted, at least by reference, or summarized in the plan. This information should also be readily available to decisionmakers and the public and used as a benchmark for evaluating changes in conditions when future general plan revisions are needed.

Policy

Policy consists of those parts of the plan that direct private and governmental action. State law defines the general plan as a "statement of development policies" consisting of "a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals" (Government Code Section 65302). The housing element requirement calls for "a statement of goals, policies, quantified objectives, and scheduled programs" (Government Code Section 65583). The zoning and subdivision consistency requirements refer to "the objectives, policies, general land uses and programs" specified in the plan (Government Code Sections 65860 and 66473.5). No matter how these terms are defined in a general plan, it is important that they be used consistently and that the terms, taken together, range from the general to the specific. One set of definitions, used in writing this document, appears in the chart on page 10.

For policy to be useful as a guide to action, it should be clear and unambiguous. Legally as well as practically, the common practice of adopting broadly drawn and vague policy is unacceptable. It is particularly important that the general plan set clear direction and standards for judging the consistency of zoning and subdivisions under the requirements of Government Code Sections 65860, 66473.5, 66474, 66474.60, and 66474.61. For instance, the standards for population density and land use intensity called for in Government Code Section 65302(a) must be clearly specified for the various land use designations in the plan. Such broad ranges of density as 1-to-20 acres per dwelling unit should give way to several narrower ranges, or the plan should include specific criteria, such as performance standards, for assigning a density within the range to property within the land use designation.

When writing policies, local officials need to be aware of the difference between "shall" and "should." "Shall" indicates an unequi-

THE PLANNING AREA

The general plan must cover all territory within the boundaries of the adopting city or county. It should also take into account any area outside which, in the planning agency's judgment, "bears relation to its planning" (Government Code Section 65300).

Cities must include all incorporated territory, both public and private (including land and water), in their general plans. When annexing territory not already adequately covered by the city's adopted general plan, a city must amend its plan to add the new area. County general plans must cover incorporated and unincorporated territory, both private and public (including land and water), even though counties do not exercise direct regulatory control over incorporated areas. This is more than a question of land use designations: counties cannot simply ignore issues, such as housing, within incorporated cities on the basis that these should be adequately addressed in the cities' general plans. County general plan diagrams and policies, however, need not be as detailed and precise for incorporated areas as unincorporated ones. Rather, county plans should address the cumulative effects of the cities' plans, provide a countywide framework for urban expansion, and coordinate the policies and plans of the county and its cities.

Since issues do not respect political boundaries, the law provides for extraterritorial planning. Extraterritorial planning is a means by which a local government can formally indicate to its neighbors its concern for the future of the lands under its neighbors' jurisdiction. Cooperative extraterritorial planning can be used to guide the orderly and efficient extension of facilities and services, ensure the preservation of open space, agricultural lands, and resource conservation areas, and establish consistent development standards in the plans of adjacent jurisdictions.

In establishing the limits of the extraterritorial planning area, cities and counties should take into account barriers to local growth, such as freeways, large rural open-space areas, and natural topographic or hydrologic features. Also important are those physical features and significant land uses located at or beyond the city's or county's boundary of common concern to the adjacent jurisdictions, such as waterways, air basins, watersheds, and tracts of currently subdivided or potentially developable land. The planning area should extend as far as necessary to include all areas of concern and those requiring joint action to solve problems.

Cities also need to consider their official spheres-of-influence. The Local Agency Formation Commission (LAFCO) in every county adopts a sphere-of-influence for each incorporated city and special district. This sphere-of-influence is "a plan for the probable ultimate physical boundaries and service area of a local govern-

Definitions

State law refers to, but does not define or rank, "objectives," "policies," "principles," "standards," "plan proposals," and "programs" in the general plan. The following set of definitions, arranged from the general to the specific, has been used in preparing these Guidelines.

Policy (1) - A collective term describing those parts of a general plan that guide action, including goals, objectives, policies, principles, plan proposals, and standards in both the text and diagrams.

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable. Example: "To enhance the open-space amenities of the community."

Objective - A measurable goal. Example: "To reduce peak-hour traffic congestion to service level 'C' by 1984."

Policy (2) - A specific statement guiding action and implying clear commitment. Example: "Recreational uses in wildlife refuges and nature preserves shall be limited to those activities which are compatible with maintaining the environment with a minimum of disruption, such as hiking or horseback riding."

Principle - An assumption guiding plan proposals, standards, and implementation. Example: "A neighborhood is bounded by arterial streets which carry through-traffic and which are located so as to avoid unnecessary traffic within the neighborhood."

Plan Proposal - An explanation of how policies specifically apply to an area. Example: "Establish a green-belt along River X running from point Y to point Z." Note: a plan proposal can also take the form of a diagram.

Standard - A specific, often quantified guideline defining the relationship between two or more variables. Standards can often directly translate into regulatory controls. Example: Three to six dwelling units per net acre (low-density residential).

Implementation Program (Action Program) - A coordinated set of measures to carry out the policies of the general plan. Example: Open-space action program for implementing open-space policies.

Implementation Measure - An action, procedure, program, or technique that carries out general plan policy. Example: "Develop a geologic hazard overlay zoning classification and apply it to all geologic hazard areas identified in the general plan."

vocal directive. "Should" signifies a slightly less rigid directive, to be honored in the absence of compelling, countervailing considerations detailed in the general plan. Use of the word "should" to give the impression of more commitment than actually intended is a common but unacceptable practice.

Implementation Program

An implementation program is a coordinated set of specific measures and actions (e.g., zoning, subdivision procedures, and capital expenditures) the local government intends to use in carrying out the policy of the general plan. As with data and analysis, state law varies in its insistence on the specificity of implementation measures. The open-space element contain "an action program consisting of specific programs which the legislative body intends to pursue" (Government Code Section 65564). The housing element must include "a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element . . ." (Government Code Section 65583(c)). The noise element must "recommend mitigating measures and possible solutions to existing and foreseeable noise problems" and specify how the jurisdiction plans to integrate noise policies into zoning and the local noise ordinance (Government Code Section 65302(g)).

The implementation program must consist of measures consciously selected by the jurisdiction, not merely a list of possible measures. A few, well conceived measures will accomplish more than a long list of "possible" measures. As a practical matter, the general plan becomes a more effective guide for the future action when it includes specific implementation measures for all policies. Though not required to do so except in the housing element, the implementation program should identify the agency, department, or official responsible for carrying out each implementation measure and set a schedule or deadline for carrying it out. Policies also tied directly to an implementation program will be more realistic and practicable. A detailed, short-term implementation program (which, because it is short term, should be reviewed annually) also links the policies of the general plan directly to the capital improvement program and the annual budget cycle. Additionally, the explicit statement of implementation measures in the general plan establishes a commitment to action and clear accountability. For these reasons, implementation measures should be developed along with policies, not after policies have been set.

INTERNAL CONSISTENCY

In 1975, the Legislature reaffirmed the unitary nature of the general plan by adding Government Code Section 65300.5:

> In construing this article, the Legislature intends that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.

Called the internal consistency requirement, the law has several implications of paramount importance to the structure and content of the general plan. First, it implies that all elements of the general plan have equal legal status. For instance, the land use element and the open-space element cannot contain different land use intensity standards rationalized by statements such as "if in any instance there is a conflict between the land use element and open-space element, the land use element controls" (Sierra Club v. Board of Supervisors of Kern County (1981) 126 Cal. App. 3d 698). Because the open-space element is not legally subordinate to the land use element, any conflicts between the two must be resolved within the general plan itself. Similarly, all goals, objectives, policies, principles, standards, and plan proposals in the general plan must be consistent; the implementation programs set out in the plan must be true to and follow logically from the plan's goals and policies.

The general plan text and diagrams must also be consistent, since neither is subordinate to the other. The assumptions and projections used in the general plan should be uniform and consistent. Population projections in the land use element, for example, must be consistent with population projections in the housing element. When a new element is adopted or a part of the plan amended, the rest of the plan must be changed to eliminate any inconsistencies created by the new element or amendment. Updating the plan should take place at the same time as the adoption of the new element or amendment, or immediately thereafter.

Without consistency in all these areas, the general plan cannot effectively serve its purpose. Citizens will be confused about the policies and standards the community has selected; land owners, business, and industry cannot depend on the priorities and standards contained in the general plan for their own decisionmaking; other public agencies may use the confusion in the general plan to defend their own viewpoints. Beyond this, inconsistencies in the general plan leave the jurisdiction open to expensive and lengthy litigation to resolve what already should have been settled.

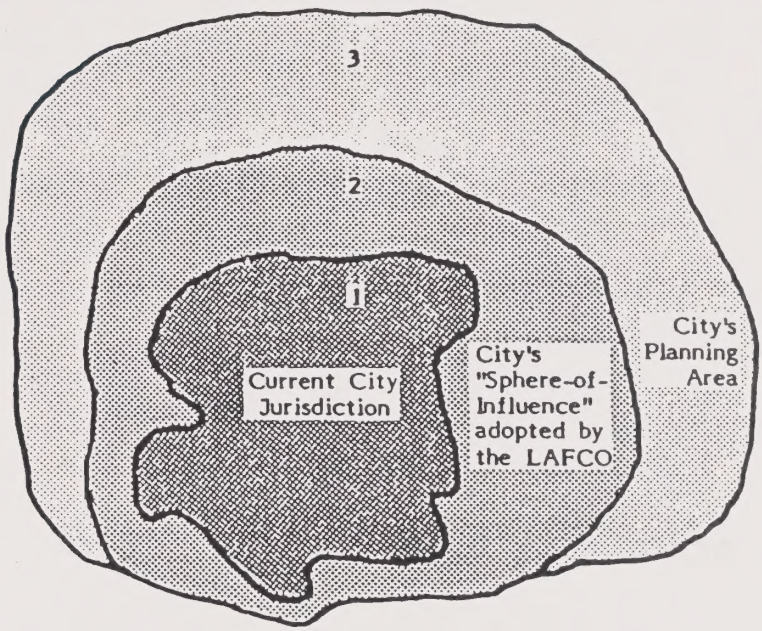
TIME IN THE GENERAL PLAN

Since a general plan affects the welfare of future generations as well as serving the needs of the current one, state law requires that the general plan take a long-term perspective (Government Code Section 65300). It is long term in two senses: (1) it tries to project conditions and needs well into the future as a basis for determining current policy; and, (2) it sets long-term policy for day-to-day decisionmaking. Some issues, however, are more long term than others. Geologic hazards may persist for hundreds or thousands of years. Sewer, water, and road systems must generally be designed with the needs of 30 to 50 years in the future in mind. Economic trends may change rapidly, within only a few years. Similarly, goals are long term, evolving slowly to suit changing community values. Specific policies tend to be shorter term, shifting with the local political climate. Implementation programs tend to be even shorter term still, as they respond to the demands of new funding sources, the results of continuing evaluation, and the jurisdiction's immediate needs and problems.

Most jurisdictions select 15 to 25 years as the long-term horizon for the general plan. The long-term horizon does not mark an end, but gives a general direction to guide shorter-term decisions. With the growing emphasis on specific implementation measures in the general plan, the shorter-range perspective is becoming increasingly important. The housing element requirement, for example, calls for a "program which sets forth a five-year schedule of actions" to carry out housing element policies (Government Code Section 65583(c)). Short-term objectives and measures establish benchmarks for monitoring progress towards long-term goals. They are also particularly useful for guiding budget and capital improvement decisions and zoning and subdivision actions.

Regardless of the long-term horizon selected or type of short- and intermediate-term guidance provided by the plan, it is important to remember that planning is a continuous process. The general plan should be regularly reviewed and revised as new information becomes available and community needs and values change. A general plan based upon outdated information and invalid projections is not the long-term plan required by law and is legally deficient as a basis for day-to-day decisionmaking.

Theoretical Relationship Between a City's Planning Area and Sphere-of-Influence



1. Incorporated Territory: land use controlled by the city.

2. Unincorporated Territory: to be ultimately annexed and served by the city. Land use controlled by county in formal consultation or by joint action with the city.

3. Unincorporated Territory: not to be annexed and served by the city, but bearing some relation to the city's planning. Land use controlled by county in consultation with the city.

mental agency" (Government Code Section 54774). The LAFCO uses it in reviewing proposed annexations to cities, the formation or expansion of special districts, and other activities related to municipal boundaries. In determining the sphere-of-influence, the LAFCO must consider at least eight factors, including: maximum possible service area; range of existing and possible services; projected future population; level and type of projected development; present and future service needs; agencies providing services; social and economic interdependence; and, agricultural preserves (Government Code Section 54774(a)-(h)). Generally, the planning area of the general plan should extend at least as far as the adopted sphere-of-influence and in rural areas probably beyond.

Appendix A - Noise Element

APPENDIX A

MESTRE GREVE ASSOCIATES
SAN JACINTO - NOISE ELEMENT
TECHNICAL REPORT

1.0 INVENTORY OF CURRENT AND FUTURE CONDITIONS

This section contains a detailed description of the current and future noise environment within the City of San Jacinto. The noise environment is depicted based on an identification of noise sources and noise sensitive land uses in the City, a community noise measurement survey, and noise contour maps.

To define the noise exposure, this section of the report first identifies the major sources of noise in the community. The sources of noise in San Jacinto include arterial roadways, minor roadways, high altitude aircraft, and stationary sources. To completely assess the noise environment in the City, noise sensitive receptors must also be identified. As mandated by the State, noise sensitive receptors include, but are not limited to, areas containing schools, hospitals, rest homes, long-term medical or mental care facilities, or any other land use areas deemed noise sensitive by the local jurisdiction.

Based upon the identification of the major noise sources and the location of sensitive receptors, a noise measurement survey was conducted. The function of the survey is threefold. The first is to determine the existing noise levels at noise sensitive land uses. The second function is to provide empirical data for the correlation and calibration of the computer modeled noise environment. A third important aspect of the survey is to obtain an accurate depiction of the ambient noise levels throughout the City.

Noise contours for all of the major noise sources in San Jacinto are then developed for existing and future conditions. These contours are determined from the traffic levels for these sources and the results of the noise measurement survey. The contours are expressed in terms of the Community Noise Equivalent Level (CNEL).

1.1 Sources of Noise

The most common sources of noise are transportation related noise sources. These include automobiles, trucks, motorcycles, railroads, and aircraft. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise levels, and its proximity to areas sensitive to noise exposure. Railroad and aircraft operations, though infrequent, may generate extremely high noise levels that can be disruptive to human activity.

The City of San Jacinto is a rural small town community that has no major noise sources such as a freeway or airport. Traffic noise on surface streets is the primary noise source in the community. San Jacinto is affected by

Highway 79 that by-sects the City and other roadways that carry vehicular and truck traffic including State Street, Romana Boulevard, Ramona Expressway, Main Street, Hewitt Street and Esplanade Street. There are no airports that impact San Jacinto, however, Ryan Airport is located to the south of the City. Stationary noise sources include minor commercial centers and a Borrow gravel pit.

1.2 Noise Sensitive Receptors.

The City of San Jacinto has a number of public and private educational facilities, parks and other facilities that are considered noise sensitive. The location of these facilities are depicted on the contour maps in Figures 1 and 2. The distribution of these facilities varies from quiet residential areas to adjacent to the City's primary transportation corridor. Some schools, such as San Jacinto Elementary School are exposed to noise levels greater than 60 dB CNEL while other schools, such as Hyatt Elementary School, have noise environments well below 50 dB CNEL.

1.3 Community Noise Measurement Survey

The determination of the major noise sources and the identification of noise sensitive receptors provide the basis of developing a community noise survey. The noise measurement survey was conducted at eleven locations throughout the City. The survey focused on measurements at primary noise sources and at noise sensitive uses. Each site was monitored for a minimum of 15 minutes. The results of the measurements shows that the City does not have any major noise impact areas. Along the primary roadways, the traffic noise levels were measured between 60 and 65 dBA. In areas that are not directly adjacent to the major roadways, the noise levels were typically in the 40 to 45 dBA range. At one residential locations the noise levels were less than 40 dBA. These levels are indicative of a quiet rural environment. The nighttime noise levels would be expected to be even lower. The results of the survey and the methodology used in the measurements are summarized in the Appendix.

1.4 Community Noise Contours

The noise contours for the City of San Jacinto are presented in Figures 1 and 2 for existing and future conditions respectively. The contours are based on the existing and future conditions of traffic volume, and other sources of noise in the community. The methodology used for computing the noise contours is presented in the Appendix.

Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contours depicted on the maps are the 60 and 65 dB CNEL noise level. The noise contours presented should be used as a guide of land use planning. The 60 dB CNEL contour depicts the noise referral zone. This is the noise level for which the noise level considerations should be included when making land use policy decisions. The 65 dB CNEL contour depicts the area for which new

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The City of San Jacinto is a rural small town community that has no major noise sources such as a freeway or airport. Traffic noise on surface streets is the primary noise source in the community. San Jacinto is affected by

noise sensitive developments will be permitted only if appropriate mitigation measures are included such that the standards contained in this Element are achieved.

The contours presented in this report are a graphic representation of the noise environment. These distances to contour values are also shown in tabularized format in the Appendix.

1.5 Summary of Noise Exposure

The sources of noise in San Jacinto fall into three basic categories. These are: major and minor arterial roadways; airports; and stationary sources. Each of these sources and there impacts to the noise environment of San Jacinto are summarized in the following paragraphs.

Major and Minor Arterial Roadways. Traffic noise on surface streets is the primary source of noise within the community. The major roadways in the City include State Route 79, San Jacinto Avenue, State Street, and Hewitt Avenue in the north/south direction and Ramona Boulevard, Esplanade Avenue, and Main Street in the east/west direction. The Ramona Expressway will be a major noise source in the future. Noise levels along roadways is affected by a number of traffic characteristics. Most important is the average daily traffic (ADT). Additional factors include the percentage of trucks, vehicle speed, the time distribution of this traffic and gradient of the roadway. One of the primary sources of traffic noise in San Jacinto is the additional truck traffic.

In general, there are no residential land uses that are exposed to traffic noise levels greater than 65 dB CNEL. Along the primary roadways within the City there are some residences that are exposed to noise levels greater than 60 dB CNEL. This is primarily along Highway 79 and State Street that has higher than average truck traffic. Most of the land uses along these roadways are commercial and industrial. However, there are still a number of residential developments that are located along many of these roadways. A number of new developments have been constructed adjacent to these streets. The existing noise levels are less than 65 dB CNEL, however, there are homes where the noise levels are higher than 60 dB CNEL.

Airports. There are no airports located in San Jacinto nor are there any specific flight corridors that overfly the City. Ryan Airport is located 5 miles to the southwest in the City of Hemit. This is a small general aviation airport with minimal operations. Fire fighting aircraft are based at this airport that may result in occasional disturbance. As with most municipalities, the community is subject to occasional noise intrusion from high flying inroute aircraft. However, these events occur only occasionally, and are not considered a major source of noise in San Jacinto. They may be more noticeable than other communities due to the quieter background noise within the City.

Highway 79 that by-sects the City and other roadways that carry vehicular and truck traffic including State Street, Romana Boulevard, Ramona Expressway, Main Street, Hewitt Street and Esplanade Street. There are no airports that impact San Jacinto, however, Ryan Airport is located to the south of the City. Stationary noise sources include minor commercial centers and a Borrow gravel pit.

1.2 Noise Sensitive Receptors.

The City of San Jacinto has a number of public and private educational facilities, parks and other facilities that are considered noise sensitive. The location of these facilities are depicted on the contour maps in Figures 1 and 2. The distribution of these facilities varies from quiet residential areas to adjacent to the City's primary transportation corridor. Some schools, such as San Jacinto Elementary School are exposed to noise levels greater than 60 dB CNEL while other schools, such as Hyatt Elementary School, have noise environments well below 50 dB CNEL.

1.3 Community Noise Measurement Survey

The determination of the major noise sources and the identification of noise sensitive receptors provide the basis of developing a community noise survey. The noise measurement survey was conducted at eleven locations throughout the City. The survey focused on measurements at primary noise sources and at noise sensitive uses. Each site was monitored for a minimum of 15 minutes. The results of the measurements shows that the City does not have any major noise impact areas. Along the primary roadways, the traffic noise levels were measured between 60 and 65 dBA. In areas that are not directly adjacent to the major roadways, the noise levels were typically in the 40 to 45 dBA range. At one residential locations the noise levels were less than 40 dBA. These levels are indicative of a quiet rural environment. The nighttime noise levels would be expected to be even lower. The results of the survey and the methodology used in the measurements are summarized in the Appendix.

1.4 Community Noise Contours

The noise contours for the City of San Jacinto are presented in Figures 1 and 2 for existing and future conditions respectively. The contours are based on the existing and future conditions of traffic volume, and other sources of noise in the community. The methodology used for computing the noise contours is presented in the Appendix.

Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contours depicted on the maps are the 60 and 65 dB CNEL noise level. The noise contours presented should be used as a guide of land use planning. The 60 dB CNEL contour depicts the noise referral zone. This is the noise level for which the noise level considerations should be included when making land use policy decisions. The 65 dB CNEL contour depicts the area for which new

noise sensitive developments will be permitted only if appropriate mitigation measures are included such that the standards contained in this Element are achieved.

The contours presented in this report are a graphic representation of the noise environment. These distances to contour values are also shown in tabularized format in the Appendix.

1.5 Summary of Noise Exposure

The sources of noise in San Jacinto fall into three basic categories. These are: major and minor arterial roadways; airports; and stationary sources. Each of these sources and there impacts to the noise environment of San Jacinto are summarized in the following paragraphs.

Major and Minor Arterial Roadways. Traffic noise on surface streets is the primary source of noise within the community. The major roadways in the City include State Route 79, San Jacinto Avenue, State Street, and Hewitt Avenue in the north/south direction and Ramona Boulevard, Esplanade Avenue, and Main Street in the east/west direction. The Ramona Expressway will be a major noise source in the future. Noise levels along roadways is affected by a number of traffic characteristics. Most important is the average daily traffic (ADT). Additional factors include the percentage of trucks, vehicle speed, the time distribution of this traffic and gradient of the roadway. One of the primary sources of traffic noise in San Jacinto is the additional truck traffic.

In general, there are no residential land uses that are exposed to traffic noise levels greater than 65 dB CNEL. Along the primary roadways within the City there are some residences that are exposed to noise levels greater than 60 dB CNEL. This is primarily along Highway 79 and State Street that has higher than average truck traffic. Most of the land uses along these roadways are commercial and industrial. However, there are still a number of residential developments that are located along many of these roadways. A number of new developments have been constructed adjacent to these streets. The existing noise levels are less than 65 dB CNEL, however, there are homes where the noise levels are higher than 60 dB CNEL.

Airports. There are no airports located in San Jacinto nor are there any specific flight corridors that overfly the City. Ryan Airport is located 5 miles to the southwest in the City of Hemit. This is a small general aviation airport with minimal operations. Fire fighting aircraft are based at this airport that may result in occasional disturbance. As with most municipalities, the community is subject to occasional noise intrusion from high flying inroute aircraft. However, these events occur only occasionally, and are not considered a major source of noise in San Jacinto. They may be more noticeable than other communities due to the quieter background noise within the City.

SAN JACINTO - NOISE ELEMENT
APPENDIX

1.0 METHODOLOGY

The noise environment in San Jacinto was determined through the employment of a comprehensive noise measurement survey of existing noise sources and incorporating these results into computer noise models. The noise environment is commonly depicted in terms of lines of equal noise levels, or noise contours. The following paragraphs detail the methodology used in the measurement survey and computer modeling of these results into noise contours.

1.1 Measurement Procedure

Eleven sites were selected for measurement of the noise environment in San Jacinto. A review of noise complaints and identification of major noise sources in the community provided the initial base for development of the community noise survey. The measurement locations were selected on the basis of proximity to major nose sources and noise sensitivity of the land use. The measurement locations are depicted in Figure 2.

The noise measurement survey utilized Digital Acoustics Model 607P Version 3 automated digital noise data acquisition system. This instrument automatically calculate both the Equivalent Noise Level (LEQ) and Percent Noise Level (L%) for any specific time period. The noise monitors were equipped with General Radio Model 1962-9610 1/2 inch electret microphones and General Radio Type 9600 preamplifers. The system was calibrated with a General Radio Model 1562-9710 (S/N 889) calibrator with calibration traceable to the National Bureau of Standards. Calibration for the calibrator is certified through the duration of the measurements by General Radio with certification number RN5619. This measurement system satisfies the ANSI (American National Standards Institute) Standards 1.4 for Type 1 precision noise measurement instrumentation.

1.2 Computer Modeling.

The traffic noise levels projected in the Noise Element were computed using the Highway Noise Model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, December 1978). The FHWA Model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the traffic noise level. The traffic data used to project these noise levels are derived from Circulation Element for the City. The traffic mixes and time distributions are presented in Table 1. The traffic mix data for the roadways is based on measurements for roadways in Southern California and are considered typical for arterials in this area. The traffic mix for the State Route 79 are derived from Caltrans data specific for this arterial.

Stationary Sources. The City has relatively few sources of stationary noise. Most of the commercial centers are located along Highway 79 and State Street. These centers do not generate any significant noise impacts. There are no major industrial refineries in the City. A surface mining gravel pit is located at the north boundary of the City and in the Soboba Reservation. Noise measurements were conducted at the nearest residential land use to these borrow pits, however no activity was recorded. Occasional activities within these borrow pits are audible at these homes. The primary noise associated with the gravel operations is attributed to truck traffic. This includes truck traffic on Soboba Road, Glen Springs Road and Main Street.

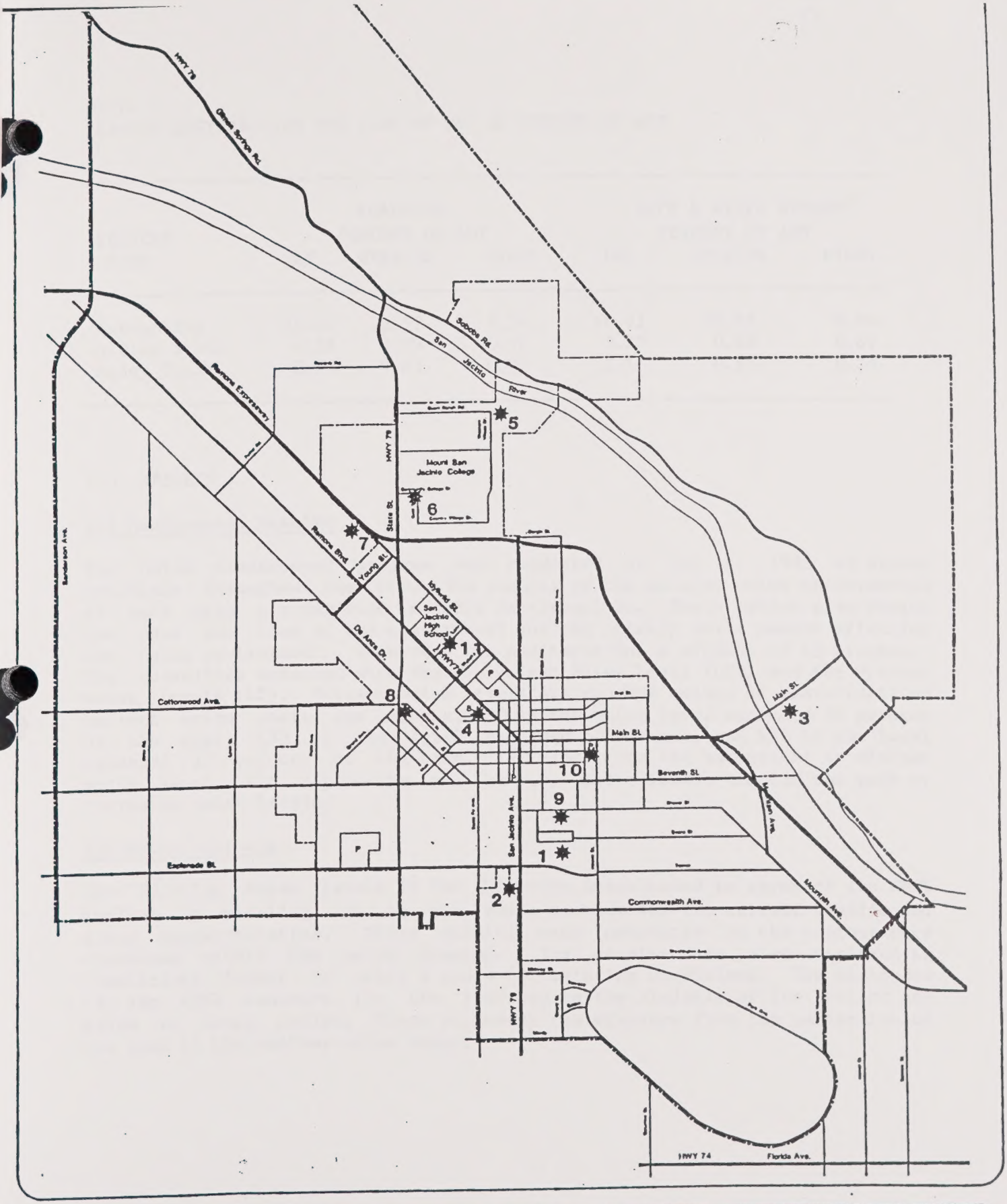


Figure 2

Noise Measurement Locations

CITY OF SAN JACINTO
GENERAL PLAN

north ↑

cba



Table 1
TRAFFIC DISTRIBUTION PER TIME OF DAY IN PERCENT OF ADT

VEHICLE TYPE	ROADWAYS PERCENT OF ADT			SR79 & STATE STREET PERCENT OF ADT		
	DAY	EVENING	NIGHT	DAY	EVENING	NIGHT
Automobile	75.51	12.57	9.34	70.51	10.85	9.08
Medium Truck	1.56	0.09	0.19	5.23	0.80	0.67
Heavy Truck	0.64	0.02	0.08	2.26	0.35	0.29

2.0 RESULTS

2.1 Measurement Results

The noise measurement program was conducted on May 8, 1985 at eleven locations throughout the City. The results of the ambient noise measurements at each site are depicted in Table 2a through 2c. These tables also depict the date and time of the measurement and the primary noise source affecting the noise environment. Each site was monitored for a minimum of 15 minutes. The quantities measured were the Equivalent Noise Level (LEQ) and the Percent Noise Levels (L%). Percent Noise Levels are another method of characterizing ambient noise where, for example, L90 is the noise level exceeded 90 percent of the time, L50 is the level exceeded 50 percent, and L10 is the level exceeded 10 percent of the time. L90 represents the background or minimum noise level, L50 represents the average noise level, and L10 the peak or intrusive noise levels.

2.2 Noise Contours

The existing noise levels in the City were established in terms of the CNEL indices by modeling all of the noise sources for the current traffic and speed characteristics. These results were presented on the contour maps contained within the Noise Element. The results are also depicted in tabularized format in Table 3 and 4 for existing conditions. The distances to the CNEL contours for the roadways in the vicinity of the project are given in these tables. These represent the distance from the centerline of the road to the contour value shown.

Table 2a
RESULTS OF NOISE MEASUREMENT SURVEY

SITE: 1
LOCATION: 1331 Freedom Way
LAND USE: Single-Family Residential

DATE: May 8 TIME: 9:50 a.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
49.3	59	54	43	38

PRIMARY NOISE SOURCES:
1. Background Sounds
2. Construction Activities

COMMENTS:
No Major Roadways Nearby

SITE: 2
LOCATION: 24221 San Jacinto
LAND USE: Mobile Home Park

DATE: May 8 TIME: 10:10 a.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
61.8	80	62	56	49

PRIMARY NOISE SOURCES:
1. Traffic on San Jacinto (Hwy 79)

COMMENTS:
Measured at Homes Closest to Roadway

SITE: 3
LOCATION: Soboba Springs MH Park
LAND USE: Mobile Home Park

DATE: May 8 TIME: 10:57 a.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
62.5	78	65	48	40

PRIMARY NOISE SOURCES:
1. Traffic on Main Street

COMMENTS:
Truck Traffic Responsible for
for Peak Sounds

SITE: 4
LOCATION: SJ Elem./Monte Vista School
LAND USE: Educational

DATE: May 8 TIME: 11:32 a.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
58.6	69	62	55	49

PRIMARY NOISE SOURCES:
1. Traffic on Ramona (Hwy 79)

COMMENTS:
School Play Yards Adjacent to Highway

Table 2b
RESULTS OF NOISE MEASUREMENT SURVEY

SITE: 5
LOCATION: 509 Quandt Ranch Road
LAND USE: Single-Family Residential

DATE: May 8 TIME: 11:54 a.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
38.7	50	40	37	35

PRIMARY NOISE SOURCES:
1. Background Sounds

COMMENTS:
No Activity at Barrow Pits

SITE: 6
LOCATION: Mt. San Jacinto College
LAND USE: Educational

DATE: May 8 TIME: 12:13 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
59.1	76	60	50	42

PRIMARY NOISE SOURCES:
1. Traffic on State Street (Hwy 79)

COMMENTS:
Measured Adjacent to Closest Classroom

SITE: 7
LOCATION: Ramona Expressway/Chase
LAND USE: Residential and Open Space

DATE: May 8 TIME: 12:32 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
59.8	73	63	54	43

PRIMARY NOISE SOURCES:
1. Traffic on Ramona Expressway

COMMENTS:
Measured 130 ft from Centerline

SITE: 8
LOCATION: 680 Briton
LAND USE: Commercial/Residential

DATE: May 8 TIME: 12:56 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
59.6	71	63	55	45

PRIMARY NOISE SOURCES:
1. Traffic on State Street

COMMENTS:
Measured 120 ft from Centerline

Table 2c
RESULTS OF NOISE MEASUREMENT SURVEY

SITE: 9
LOCATION: Hyatt Elementary
LAND USE: Educational

DATE: May 8 TIME:13:19 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
44.9	56	47	42	40

PRIMARY NOISE SOURCES:
1. Background Sounds

COMMENTS:
No Major Roadways Nearby

SITE: 10
LOCATION: Park at Hewitt & 5th
LAND USE: Community Park

DATE: May 8 TIME: 13:38 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
56.4	70	59	51	45

PRIMARY NOISE SOURCES:
1. Traffic on Hewitt Avenue

COMMENTS:
Measured 80 ft from Centerline

SITE: 11
LOCATION: San Jacinto High School
LAND USE: Educational

DATE: May 8 TIME: 14:02 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
55.0	69	58	46	41

PRIMARY NOISE SOURCES:
1. School Activities
2. Traffic on Tiger Lane

COMMENTS:
After School Sports in Progress

Table 3a
CNEL NOISE LEVELS FOR EXISTING
TRAFFIC CONDITIONS

1985

ROADWAY SEGMENT	TRAFFIC VOLUME	SPEED (mph)	DISTANCE TO CNEL CONTOUR FROM ROADWAY CENTERLINE (FEET) 60-CNEL	65-CNEL	70-CNEL
STATE STREET					
Florida to Ramona Blvd.	11,400	40	205	95	44
Ramona to Ramona Exp. (Hwy 79)	7,900	40	161	75	35
Ramona Exp. to Gilman (Hwy 79)	4,000	40	102	47	22
GILMAN SPRINGS ROAD					
Soboba to Sanderson	3,500	40	93	43	20
LAMBS CANYON ROAD					
North of Sanderson	7,500	40	155	72	33
SAN JACINTO AVENUE					
Florida to Esplanade (Hwy 79)	13,500	40	230	107	50
Esplanade to Main (Hwy 79)	12,300	35	179	83	39
RAMONA BOULEVARD					
Main to State (Hwy 79)	7,000	35	123	57	27
State to Sanderson	3,800	35	49	23	*
RAMONA EXPRESSWAY					
State to Sanderson	6,200	40	84	39	18
SANDERSON AVENUE					
Florida to Menlo	11,700	40	128	59	28
Menlo to Ramona Exp.	8,200	40	101	47	22
Ramona Exp. to Gilman Springs	9,600	40	112	52	24
COTTONWOOD AVENUE					
Sanderson to State	920	35	19	*	*
MAIN STREET					
San Jacinto to Mountain	4,500	35	55	25	*
Mountain to Soboba	3,800	35	49	23	*

* - Denotes contour does not extend past roadway edge.

Table 3b (Continued)
CNEL NOISE LEVELS FOR EXISTING
TRAFFIC CONDITIONS

ROADWAY SEGMENT	DAILY TRAFFIC VOLUME	SPEED (mph)	DISTANCE TO CNEL CONTOUR FROM ROADWAY CENTERLINE (FEET) 60-CNEL	65-CNEL	70-CNEL
SEVENTH STREET					
Sanderson to San Jacinto	2,900	35	41	19	*
San Jacinto to Main	650	35	*	*	*
SHAVER STREET					
San Jacinto to Mountain	1,200	35	23	*	*
ESPLANADE STREET					
Sanderson to State	2,500	35	37	17	*
State to Hewitt	4,700	35	56	26	*
COMMONWEALTH AVENUE					
San Jacinto to Hewitt	320	35	*	*	*
Hewitt to Mountain	960	35	20	*	*
HEWITT AVENUE					
Park to Main	6,500	35	70	32	*
MENLO					
Sanderson to Lyon	3,000	35	42	19	*
Lyon to Santa Fe	6,700	40	88	41	19
LYON AVENUE					
Florida to Cottonwood	2,600	35	38	18	*
Cottonwood to De Anza	570	35	*	*	*
PALM AVENUE					
Florida to Cottonwood	1,400	35	25	*	*
SOBOBA ROAD					
Gilman Springs to Main	1,100	40	26	*	*
South of Main	780	40	21	*	*
Mountain to Florida	430	40	*	*	*
MOUNTAIN AVENUE					
Main to Tainer	3,100	35	43	20	*

* - Denotes contour does not extend past roadway edge.

Table 4a
CNEL NOISE LEVELS FOR FUTURE
TRAFFIC CONDITIONS

ROADWAY SEGMENT	TRAFFIC VOLUME	SPEED (mph)	DISTANCE TO CNEL CONTOUR FROM ROADWAY CENTERLINE (FEET) 60-CNEL	65-CNEL	70-CNEL
STATE STREET					
Florida to Ramona Blvd.	23,200	40	207	96	45
Ramona to Ramona Exp. (Hwy 79)	14,00	40	238	110	51
Ramona Exp. to Gilman (Hwy 79)	4,300	40	108	50	23
GILMAN SPRINGS ROAD					
Soboba to Sanderson	3,600	40	60	28	13
LAMBS CANYON ROAD					
North of Sanderson	12,400	40	136	63	29
SAN JACINTO AVENUE					
Florida to Esplanade (Hwy 79)	30,500	40	400	186	86
Esplanade to Main (Hwy 79)	31,900	35	342	159	74
RAMONA BOULEVARD					
Main to State (Hwy 79)	16,600	35	221	103	48
State to Sanderson	11,300	35	103	48	22
RAMONA EXPRESSWAY					
Sanderson to State	15,300	45	299	139	64
State to Main	7,700	45	189	88	41
Main to Hemet	12,500	45	261	121	56
South of Hemet	4,700	45	136	63	29
SANDERSON AVENUE					
Menlo to Ramona Exp.	11,100	40	127	59	27
Ramona Exp. to Gilman Springs	16,700	40	166	77	36
COTTONWOOD AVENUE					
Sanderson to State	1,500	35	27	*	*
MAIN STREET					
San Jacinto to Mountain	7,400	35	78	36	*
Mountain to Soboba	3,800	35	50	23	*

* - Denotes contour does not extend past roadway edge.

Table 4b (Continued)
CNEL NOISE LEVELS FOR FUTURE
TRAFFIC CONDITIONS

ROADWAY SEGMENT	TRAFFIC VOLUME	SPEED (mph)	DISTANCE TO CNEL CONTOUR FROM ROADWAY CENTERLINE (FEET) 60-CNEL	65-CNEL	70-CNEL
SEVENTH STREET					
Sanderson to San Jacinto	9,100	35	89	41	19
San Jacinto to Main	8,600	35	86	40	19
SHAVER STREET					
San Jacinto to Mountain	1,800	35	30	*	*
ESPLANADE STREET					
Sanderson to State	7,200	35	76	35	16
State to Hewitt	12,300	35	109	51	24
COMMONWEALTH AVENUE					
San Jacinto to Hewitt	5,900	35	67	31	*
HEWITT AVENUE					
Park to Main	6,600	35	72	33	*
LYON AVENUE					
Cottonwood to De Anza	4,200	35	53	24	*
SOBOBA ROAD					
Gilman Springs to Main	1,100	40	27	*	*
South of Main	800	40	22	*	*

* - Denotes contour does not extend past roadway edge.

O. Sewer

Existing Environment: Sewage collection is provided by the City of San Jacinto and the Eastern Municipal Water District (EMWD). Treatment and disposal is provided by the Eastern Municipal Water District (EMWD). Much of San Jacinto is connected to the sewer system though most of the areas recently annexed rely on individual septic tank for sewage treatment.

The EMWD maintains a sewage treatment facility located west of the City at 22251 Sanderson Road. The sewage treatment plant currently has a daily treatment capacity of 7.5 million gallons per day (mgd).

Environmental Impact: Additional plant expansion will be implemented as demands require, up to an eventual maximum treatment capacity of 15 mgd. The communities located in the service area of the treatment facility occasionally generate peak flows of approximately 11 mgd though peak flows of this magnitude are rare and usually occur in the winter months. The facility has a single brine pond and is capable of treating some industrial wastes. Industrial wastewater effluent must be transported to the plant by truck.

Mitigation Measures: The impacts of new projects on the sewerage facilities will be be judged on a case-by-case basis and capital improvements made as needed. Strict adherence with the General Plan's Implementation Program and the Capital Improvement Program concerning sewerage collection and disposal facilities will result in the provision of adequate service to accommodate anticipated future growth.

V. ALTERNATIVES TO THE PROPOSED GENERAL PLAN

Four alternative land use concepts were developed during the preparation phases of the General Plan. These alternatives were presented on graphics which are on file in the San Jacinto Planning Department. The four concepts considered the full range of land uses within the City. Concept A was based on the existing General Plan, Concept B projected land uses based on existing zoning, Concept C considered expansion of certain commercial areas and continuation of present residential densities, and Concept D addressed a maximum or "worst case" scenario with a substantial increase of residential densities and expansion of the City's commercial areas. The City's estimated population of 24,000 persons by 2005 is based on demographic and economic trends and could be accommodated under any of the alternative plan concepts. Population at total implementation of the Plan scenarios ranges from 68,000 persons for Concept C to 105,000 persons for Concept D. All of the land use concepts were found to have the potential for impacts which are greater than the finalized plan. Concepts B and D would result in larger population numbers and more extensive commercial development than the selected plan. Concept C would have resulted in over 600 additional acres of commercial development. Concept B, closest to the finalized plan, has a maximum buildout potential of 72,300 persons. Implementaton of any of the land uses concepts would result in potential impacts, in particular demands on infrastructure and circulation systems which are greater than those of the finalized plan.

VI. ANALYSIS OF LONG-TERM EFFECTS

A. Significant Effects

Significant effects identified in Section III include the following:

1. Land Use - The land use plan will result in a long-term transition in selected areas from agricultural uses to urbanized residential and commercial development. single-family development to multi-family development. These changes could be considered a substantial alteration of the present land use in some areas.

2. Population - Construction of the anticipated land uses will accommodate an increase in the permanent and daytime population of the Planning Area.

3. Transportation/Circulation - Increased development of residential commercial and industrial land uses with implementation of the General Plan will add a significant amount of traffic to the existing circulation system.

4. Air Quality - The additional vehicular traffic in the area will emit pollutants which will deteriorate the air quality in the region. However, air quality is expected to improve by the year 2005 due to improved vehicles and stricter controls and standards.

5. Housing - The General Plan provides for an expansion of the housing stock over existing levels in response to the anticipated rise in population. The rising costs of housing occurring on a regional scale may result in the displacement of certain persons from the housing market in the Planning Area, particularly those on limited or fixed incomes. Projected population increases will result in a demand for 5,600 new units by the year 2005.

6. Public Services - The more intense uses and greater population anticipated under the General Plan will increase the demand for public services, including police, fire protection services, and water and sewer facilities.

7. Energy and Utilities - The more intense land uses and larger population will result in the consumption of greater amounts of energy and increase the demands on utilities, particularly electricity and natural gas.

8. Noise - While more intense land uses and greater levels of vehicular traffic will combine to increase ambient noise levels in the Planning Area, particularly around major activity areas and along major traffic arterials, estimates of these increases indicate that they will not reach levels which would be considered environmentally significant.

B. Unavoidable Impacts

The significant impacts identified above are largely unavoidable, although the degree of impact of certain impacts may be mitigated.

1. Air quality impacts may be minimized by encouragement of energy conservation programs, including use of public transportation, carpooling, building-related energy conservation, etc.

2. Housing-related impacts may be mitigated by the provision of City assistance to residents resulting from rising housing costs, or City participation in State and Federal housing programs designed to assist low-income persons.

3. Public services and utilities impacts may be mitigated by City coordination with the various public agencies providing services to the area and developer participation in the construction of public facilities.

4. Noise impacts may be minimized by adherence to policies outlined in the "Hazards Element," including prohibiting sensitive land uses in areas with potentially high noise levels.

C. Short-Term Uses of the Environment vs. Long-Term Productivity of the Environment

The primary effect on the long-term productivity of the environment will be the continued, more intense commitment of the area to urban uses.

The proposed General Plan is intended to plan for development of the City's recreational, commercial, industrial and residential uses. Additional development in the area will consume nonrenewable resources during the construction and life of the proposed uses. During construction, the use of building materials and energy resources will be largely irreversible and irretrievable. During the life of the plan, irretrievable resources consumed will include substantial amounts of energy, water, and other natural resources. Public facilities and services will need to be expanded to serve the project area.

The public investment required to build the proposed public improvements and the private investment required to build industrial, commercial and residential uses will commit future generations to urban uses of the area. As a result, future generations will experience the environmental consequences of the development and also receive the beneficial impacts.

D. Irreversible Impacts

All significant impacts associated with implementation of the General Plan are considered irreversible within a short-term time period. The more intensely urbanized land uses and the population increases anticipated under the General Plan will create irreversible changes in the:

VII. REFERENCES

A. Reference Documents

1. The Hemet-San Jacinto General Plan, January 1968, Prepared by Ruhnau, Evans & Steinmann A.I.A.

2. Conservation, Open Space, Seismic, Recreation General Plan Element Revisions, 1986, City of San Jacinto.

3. Seismic Safety and Safety General Plan Elements, County of Riverside, San Jacinto, Vol. 1 & II, September 1976, Prepared by Envicom.

4. City of San Jacinto, Land Use Inventory, September 1983, City of San Jacinto, Community Development Department.

5. Final Environmental Impact Report #173, Rancho San Jacinto Specific Plan #147, SCH #80122906, January 1983, County of Riverside.

6. Draft San Jacinto Redevelopment Plan and Project Area, January 1982, San Jacinto Redevelopment Agency, Prepared by Willdan Associates.

7. San Jacinto Redevelopment Plan, EIR Supplement, January 1983, Prepared by Community Systems Associates, Inc.

8. Draft EIR, Quandt Borrow Pit, Surface Mining Permit #137, April 1982, County of Riverside, Prepared by Environmental Services, Boyle Engineering Corporations.

9. Comprehensive General Plan, County of Riverside, 1983 draft, Riverside County Planning Department.

10. City of San Jacinto Zoning Ordinance, Revisions through August 1985, City of San Jacinto.

11. San Jacinto General Plan Survey Report, January 1985, Prepared by Cotton/Beland/Associates, Inc.

B. Persons and Agencies Contacted

City of San Jacinto

1. Brian McNabb, Director of Community Development
2. Kenson Nishino, Community Development Department
3. Peter Brown, Water Superintendent
4. Police Department
5. Donald Olson, National Park Service
6. M. Monea, Riverside County Flood Control District
7. Riverside County Planning Department
8. Riverside County Fire Department
9. Mary Lohman, San Jacinto Unified School District
10. Don Langdon, Eastern Municipal Water District

- Land use patterns;
- Distribution and characteristics of the population;
- Volume and distribution of vehicular traffic;
- Air quality;
- Amount, type and cost of housing;
- Consumption of energy;
- Extension of public services and facilities; and
- Ambient noise levels.

E. Growth-Inducing Impacts

The General Plan does not so much induce growth as it does accommodate and provide the mechanism to control it. The Land Use Element of the General Plan, Sections II Demographic Trends, III Development Trends, and IV Economic Profile of the General Plan Survey Report, as well as Section IV.F Land Use, H. Population and I Housing of the MEA/EIR describe ongoing land use trends in San Jacinto.

The infrastructure requirements of the increased population, coupled with the need to upgrade existing deteriorating systems, could lead to indirect growth inducing effects. These incluse:

- The need for additional water and sewage collection/treatment facilities;

- Additional public facilities and services; and

- Major circulation system improvements.

These impacts are expected to be covered in environmental documentation to be prepared when specific projects are proposed. Regular updating of the General Plan and MEA/EIR will greatly assist in the early identification of specific environmental concerns and mitigation measures.

C. Persons Who Prepared This Report

Cotton/Beland/Associates, Inc.

Paul Secord
Jo Springer

Weston Pringle and Associates, Inc.

Robert Belknap, P.E.

Mestre Greve Associates, Inc.

Paul Dunholter, P.E.

SAN JACINTO GENERAL PLAN

ENVIRONMENTAL CHECKLIST FORM

APPENDIX A

MEA

APPENDIX A

ENVIRONMENTAL CHECKLIST FORM

I. BACKGROUND

1. Name of Proponent City of San Jacinto
2. Address and Phone Number of Proponent:
   City of San Jacinto
   201 East Main Street, P. O. Box 488
   San Jacinto, CA 92383
3. Date of Checklist Submittal
4. Agency Requiring Checklist City of San Jacinto
5. Name of Proposal, if applicable San Jacinto General Plan

II. ENVIRONMENTAL IMPACTS
(Explanations of all "yes" and maybe" answers are required on attached sheets.)

	YES	MAYBE	NO
1. Earth. Will the proposed result in:			
a. Unstable earth conditions or in changes in geologic substructures?			X
b. Disruptions, displacements, compaction or overcovering of the soil?		X	
c. Change in topography or ground surface relief features?		X	
d. The destruction, covering or modification of any unique geologic or physical features?			X
e. Any increase in wind or water erosion of soils, either on or off the site?		X	
f. Change in deposition or erosion of beach sands or changes in siltation, deposition or erosion which may modify the channel or a river or stream or the bed of the ocean or any bay, inlet or lake?			X
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	X		
2. Air. Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?	X		
b. The creation of objectionable odors?			X
c. Alternation of air movement, moisture or temperature, or any change in climate, either locally or regionally?		X	

	YES	MAYBE	NO
3. Water. Will the proposal result in:			
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?	___	___	X
b. Changes in absorption rates, drainage patterns or the rate and amount of surface runoff?	___	X	___
c. Alterations to the course or flow of flood waters?	___	X	___
d. Changes in the amount of surface water in any water body?	___	___	X
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	___	X	___
f. Alteration of the direction or rate of flow of ground waters?	___	___	X
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	___	___	X
h. Substantial reduction in the amount of water otherwise available for public water supplies?	___	___	X
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	___	___	X
j. Significant changes in the temperature, flow, or chemical content of surface thermal springs?	___	___	X
4. Plant Life. Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	___	X	___
b. Reduction of the numbers of any unique rare or endangered species of plants?	___	___	X

	YES	MAYBE	NO
c. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	___	___	X
d. Reduction in acreage of any agriculture crop?	X	___	___
5. Animal Life. Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	___	___	X
b. Reduction of the numbers of any unique, rare or endangered species of animals?	___	___	X
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	___	___	X
d. Deterioration to existing fish or wildlife habitat?	___	___	X
6. Noise. Will the proposal result in:			
a. Increases in existing noise levels?	X	___	___
b. Exposure of people to severe noise levels?	___	___	X
7. Light and Glare. Will the proposal produce new light or glare?	___	X	___
8. Land Use. Will the proposal result in substantial alteration of the present or planned land use of an area?	X	___	___
9. Natural Resources: Will the proposal result in:	___	___	___
a. Increase in the rate of use of any natural resources?	X	___	___
b. Substantial depletion of any non-renewable natural resource?	___	___	X

	YES	MAYBE	NO
10. Risk of Upset. Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?			X
b. Possible interference with an emergency response plan or an emergency evacuation plan?			X
11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	X		
12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?	X		
13. Transportation/Circulation. Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	X		
b. Effects on existing parking facilities, or demand for new parking?	X		
c. Substantial impact upon existing transportation systems?	X		
d. Alterations to present patterns of circulation or movement of people and/or goods?		X	
e. Alterations to waterborne, rail or air traffic?			X
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?		X	
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	X		
b. Police protection?	X		

	YES	MAYBE	NO
c. Schools?	X		
d. Parks or other recreational facilities?	X		
e. Maintenance or public facilities, including roads?	X		
f. Other governmental services?	X		
15. Energy. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?			X
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?			X
16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Power or natural gas?	X		
b. Communications systems?	X		
c. Water?	X		
d. Sewer or septic tanks?	X		
e. Storm water drainage?		X	
f. Solid waste and disposal?		X	
17. Human Health. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?			X
b. Exposure of people to potential health hazards?			X
18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of any aesthetically offensive site open to public view?			X
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	X		

	YES	MAYBE	NO
20. Cultural Resources.			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	____	X	____
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	____	X	____
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	____	____	X
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?	____	____	X
21. Mandatory Findings of Significance.			
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	____	____	X
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	____	____	X
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resoure is relatively small, but where the effect of the total of those impacts on the environment is significant.	____	X	____
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	____	____	X

III. DISCUSSION OF ENVIRONMENTAL EVALUATION

IV. DETERMINATION
(To be completed by the Lead Agency)

On the basis of this initial evaluation:

_____ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

_____ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on the attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

__X__ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date_____

_____
(Signature)

Name: Brian McNabb

Title: Planning Director

Discussion of Environmental Evaluation

1.b (maybe) Due to the fact that the plan as proposed encourages growth, development and redevelopment in some areas, there may be temporary disruptions, displacements, and compaction or overcovering of the soil. This impact is not considered significant.

1.c (maybe) The plan as proposed encourages growth and development in some areas, therefore minor changes may occur in topography or ground surface relief features. However, San Jacinto has a hillside development ordinance which establishes standards and criteria for grading and therefore monitors these processes.

1.e (maybe) There is the potential for wind or water erosion of soils as development and infill occurs. However, each development project will be reviewed on an individual basis and the need for standards for wind and water erosion will be reviewed for each project.

1.g (yes) As development occurs in the hillside areas, there will be an increased exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure and other similar hazards. However, a hillside management area designating slopes in excess of 15% shall be created setting conditions of approval for development. Additionally, flood hazard areas of the City shall be identified and special development standards shall be adopted and applied to any new construction or change within these areas.

2.a (yes) The 20-year plan, as designed, encourages infill and development, which will result in more people and more traffic. Consequently, a deterioration of ambient air quality may be expected.

2.c (maybe) Although the plan proposes infill and development, the sum of which could potentially alter air movement, moisture or temperature, this impact is not anticipated to be significant.

3.b (maybe) Since the plan promotes development, there is potential for change in absorption rates, drainage patterns or the rate and amount of surface runoff. This impact is not anticipated to be significant.

3.c (maybe) As development increases new flood control systems will be necessary to handle potential excess runoff. Both the new flood control systems as well as the increase in runoff may potentially change the course or flow of flood waters.

3.e (maybe) During construction there may be short-term erosion problems resulting in discharge into surface waters. The impact of this change is not considered significant.

4.a (maybe) Potential development pressures may change the diversity of species or numbers of plants, including trees, shrubs, grass or crops.

4.d (yes) Existing and potential development pressures on the prime agricultural lands of the City will potentially reduce the acreage of agricultural crops.

6.a (yes) The plan encourages infill and development. This increase in people and traffic may result in higher noise levels.

7. (maybe) New development may produce new light or glare. However, individual projects will undergo a City architectural review and will be evaluated for their impact at that time.

8. (yes) The land use plan will result in infill and continued growth. These changes could be considered a substantial alteration of the present land use in some areas.

9.a (yes) The plan encourages growth and development in selected areas and, as such, there will be an increased need for water. However, ...

11. (yes) Implementation of the plan could alter the location, distribution, density and growth rate of the human population of the area.

13.a,b,c (yes) The plan proposes development and growth with the resultant impact which could potentially generate additional vehicular movement, affect existing parking facilities, as well as impact the existing transportation systems.

13.d (maybe) Alterations to present patterns of circulation are proposed in the plan and if implemented would change these patterns.

13.f (maybe) The plan proposes infill and continued growth, which could potentially increase traffic hazards to motor vehicles, bicyclists or pedestrians. However, the plan proposes to increase capacity and upgrade the roads, so the potential for hazards is not considered significant.

14.a-f (yes) The plan proposes continued growth which will increase population and in turn increase demand for public services. This increase may be significant.

16.a-d (yes) As proposed, the plan encourages development and infill which will create demands for utilities potentially necessitating new systems or substantial alterations to existing systems. However, development approval will be tied to assurances that all capital improvements will be in place to provide the needs that the development will generate.

16.e,f (maybe) As development continues, as proposed under the plan, substantial changes or alterations may be needed for storm water drainage and solid waste disposal. However, development approval will be tied to assurances that all capital improvements and waste disposal facilities will be in place to provide the needs that the development will generate.

EXISTING CONDITIONS

The circulation system for the City of San Jacinto has developed over the years and, with that development, problems have become evident. Due to the maturity of many parts of the study area, the remedies to these problems are limited and potential solutions must be carefully evaluated. In this section of the study, existing circulation conditions are reviewed in order to provide a basis for circulation planning and to identify problem areas.

The existing street classification system is illustrated on Figure 1. Each classification has related right-of-way widths which are also indicated on Figure 1. The existing street system does not completely conform to these standards. Currently, only State Street and San Jacinto Avenue southerly of Seventh Street have four lanes of travel. All other streets are two lane facilities. One exception is a short segment of Main Street near the east City Limit that is four lanes.

Existing daily traffic volumes within the study area are illustrated on Figure [illegible]. These data were obtained from the Riverside County Road Department and CalTrans. Peak volumes are indicated on San Jacinto Avenue and State Street which are both principal north-south arterials and relatively heavily developed. The use of Sanderson Avenue in place of Gilman Springs Road as a north-south route is also indicated. These volumes provide a general indication of current street usage and were utilized in the development of a circulation plan.

There are two signalized intersections in the City. The intersection of San Jacinto Avenue and Seventh Street is controlled with a two-phase signal and the intersection of State Street and Seventh Street is controlled with a six-phase signal (separate left turn phasing on State Street). In addition, several intersections are controlled with a four-way STOP.

Review of the existing circulation system indicates an obvious circulation problem. As illustrated on Figure 1, the streets in the northwesterly area of the City are diagonal to the north-south, east-west system in the remaining portion of the City. This results in problem intersections with respect to traffic control, pedestrian activity and overall safety. While this problem cannot be completely eliminated, recommendations of potential mitigation measures and policies are required.

Limited public transit is currently provided in the form of bus service by the Riverside Transit Agency. Route 30 provides service between San Jacinto Community College and Hemet via the San Jacinto central business district,

SAN JACINTO GENERAL PLAN

CIRCULATION ELEMENT

APPENDIX B

EXISTING CONDITIONS

MEA

Sears Plaza, Hemet Hospital and K-Mart. This route also provides a connection to Route 27E which provides service between Sears Plaza and Downtown Riverside and Tyler Mall. This also allows for transfers to the entire Riverside Transit Agency system as well as the Southern California Rapid Transit District system.

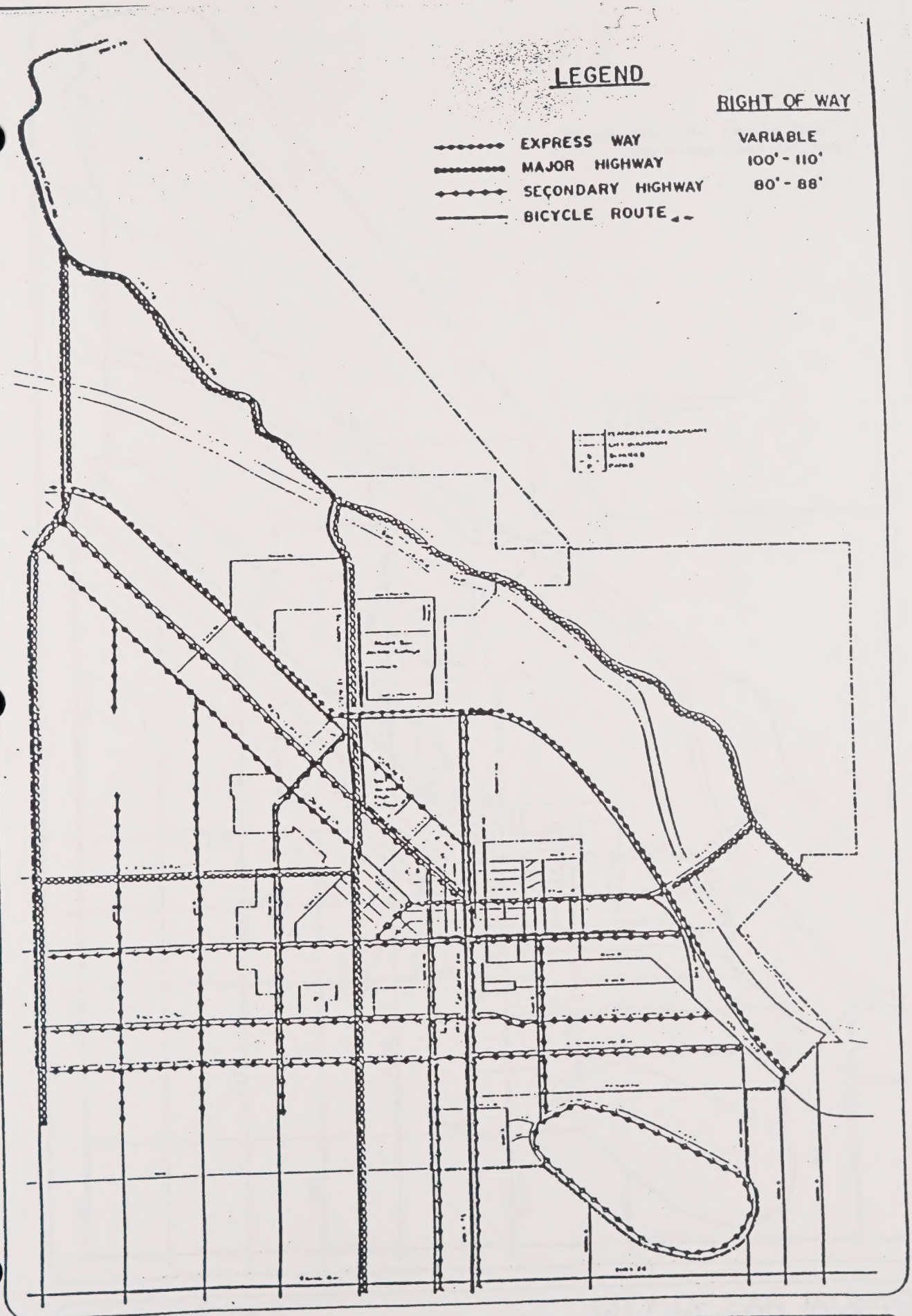


FIGURE I
EXISTING CIRCULATION
CLASSIFICATION

CITY OF SAN JACINTO
GENERAL PLAN

north ↑



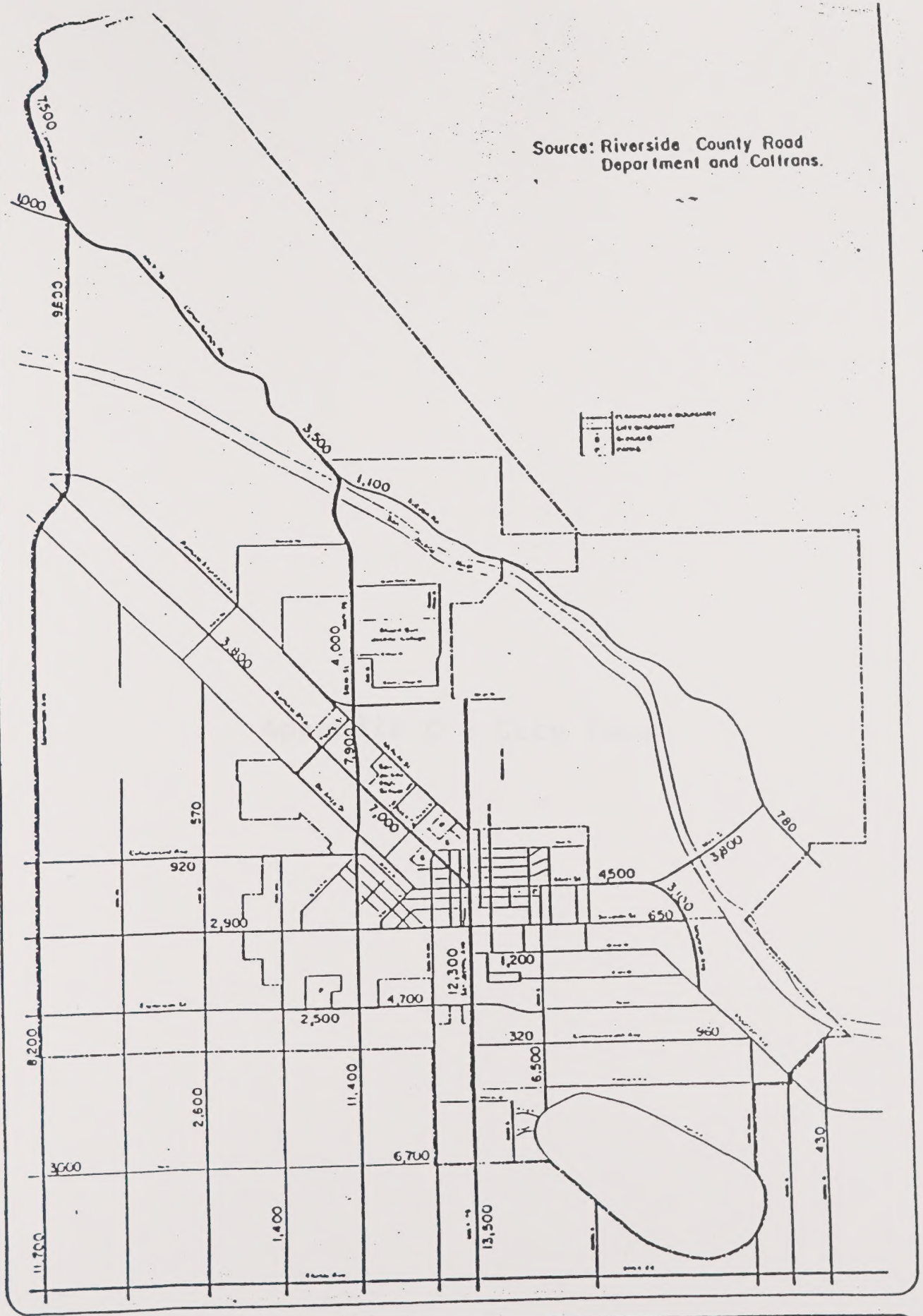


FIGURE 2
EXISTING DAILY TRAFFIC VOLUMES

CITY OF SAN JACINTO
GENERAL PLAN

north ↑

Appendix C - City Fees

SAN JACINTO GENERAL PLAN

RESPONSE TO COMMENTS

APPENDIX C

MASTER EIR

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1.0 INTRODUCTION

This Response to Comments provides responses to comments on the Master Environmental Impact Report for the General Plan of the City of San Jacinto. The General Plan Master EIR was completed in December 1985. The Master EIR was distributed to responsible agencies and made available to the general public for review and comment. This document includes all comments which were received during the public review period.

The following Response to Comments text has been prepared in accordance with Section 15132 of the Guidelines for the Implementation of the California Environmental Quality Act to comply with requirements for preparation of the Final Master Environmental Impact Report.

2.0 RESPONSES TO COMMENTS

A. County of Riverside Parks Department, Mr. Sam W. Ford, Chief Park Planner

Comment: 1. On page MEA-IV-29, Section N, correctly identifies San Jacinto River Park as a park unit of this department; however, since 1982 this park has been leased to JHB Roping and Arena, a private company, which operates an equestrian center for public use.

Response: Comment noted.

Comment: 2. There are planned recreational trails in the vicinity of the City. These are riding and hiking trails planned along the length of the and Jacinto River and extending north into the Potrero Area (see map attached.)

We feel that these trails are significant and should be documented. Should you require further information on either of the two referenced items, please do not hesitate to contact this department.

Response: Comment noted. The trails in the vicinity of the City shall be so documented. Maps showing the location of such trails are on file in the Community Development Department at the City of San Jacinto Offices.

B. California Regional Water Quality Control Board, Santa Ana Region, Nancy A. Olson, Environmental Technician

Comment: The DEIR states on page MEA-IV-30 that the communities in the service area of the sewage treatment facility "occasionally generate peak flows of approximately 11 mgd, though peak flows of this magnitude are rare and usually occur in the winter months." It is not clear from this statement whether these unusually high flows are caused by rainfall infiltration or by actual wastewater generation. However, it does raise the question of whether the projected maximum treatment capacity of 15 mgd is adequate to accommodate the 59.4 percent increase in the City's population which is projected by the year 2000.

Response: Comments noted. As stated in the EIR additional plant expansion will be implemented as demand requires, up to an eventual maximum treatment capacity of 15 mgd. Currently (beginning in 1978) fees of approximately $1070.00 per unit are collected for the purpose of creating sewer expansion and sewer back up facilities. Sewer expansion plans are currently being designed.

While rare peak flows are 11 mgd, caused by actual wastewater generation, typical daily wastewater generation is 6.5 mgd. The treatment facility is currently permitted to dispose of an average of 7.5 mgd per day. This system of averages allows disposal of the wastewater promptly, even on maximum generating days.

Comment: Hopefully, the general plan will serve to guide development in light of identified constraints, including sewage treatment capacity. At a minimum, approval and construction of specific projects in the area should be contingent on the demonstration of adequate sewerage facilities.

Response: Comment noted. As stated in the EIR, "Strict adherence with the General Plan's Implementation Program and the Capital Improvement Program concerning sewerage collection and disposal facilities will result in the provision of adequate service to accommodate anticipated future growth." Secondly, as stated in the proposed General Plan of the City, "Construction, maintenance, and future programming for a comprehensive system of utilities and other public services necessary to the proper functioning of the City," is one of the City's goals.

C. State of California Department of Conservation, Mr. Dennis J. O'Bryant, Environmental Program Coordinator

Comment: The Department of Conservation has reviewed the Master Environmental Assessment Environmental Impact Report for the City of San Jacinto, Riverside County. We have comments on the project's mineral land, seismic and agricultural impacts.

MINERAL

Under the authority of the State Surface Mining and Reclamation Act of 1975 (SMARA), the Department of Conservation is authorized, among other responsibilities, to classify specified lands of the State according to the presence of significant mineral deposits. This mineral-land classification activity provides local government, local property owners, and the mining industry with scientific information regarding the nature, occurrence, and distribution of mineral deposits. This information is intended for use by local government in land-use planning and mineral conservation.

Response: Comments noted.

Comment: The Division of Mines and Geology has classified all of the land in your region in their Special Report 143 "Mineral land classification of the greater Los Angeles area."1 Part VII of this report covers the San Jacinto area; specifically, plate 7.21. Due to the presence of economically significant deposits of mineral resources in the area, we recommend that the Final EIR contain a discussion of its mineral resource potential. As the proposed project would prohibit future mineral extraction operations in the area, an analysis of the impacts that the project would have on the local and regional aggregate resource supplies should also be prepared.

Response: Comments noted. To the north of the City, within the sphere of the General Plan, there are significant resources of sand, gravel, and limestone (State of California, Board of Mining and Geology Map). Currently there is extraction activity of sand and gravel. The General Plan designates these areas as rural residential (3.0 du/acre), but, mining could be allowed as an interim use.

Interim uses are permitted by the General Plan for up to 12 months when not compatible with existing or anticipated residential development. Non-compatible interim uses proposed for longer than 12 months should be subject to the review of the Planning Commission (see page LU-15 of the General Plan of The City of San Jacinto). Should extraction result as a preferred land-use, buffer zones may be used around the mines. Buffers would act as barriers to mitigate noise, dust, vibration, and adverse visual impacts of mining upon surrounding uses.

Hillside areas of the San Jacinto community are a unique resource to be carefully protected. Staff is aware of strong public sentiment against defacing the mountain slopes, and measures will be attempted so as to preserve the hillside areas and still allow extraction of economically significant minerals elsewhere in the Valley.

Comment: SEISMIC

Figure IV-2 in the EIR shows the Alquist-Priolo zone north of San Jacinto, but to the northeast of the City. In the Soboba Hot Springs area, it is not complete. A copy of the pertinent part of Alquist-Priolo San Jacinto map is enclosed. DMG Special Report 42 should be used as a reference.2

Response: Comments noted. A description of the specific location of area faults was included in the County of Riverside Soboba Springs Specific Plan (EIR #138, Adopted July 7, 1981) which was incorporated by reference into the Soboba Springs Master Plan Draft EIR pursuant to Section 15150 of the Guidelines for Implementation of the California Environmental Quality Act. According to the Soboba Springs Specific Plan Draft EIR, specific soils and foundation engineering reports are on file at the City of San Jacinto and the County of Riverside.

Comment: AGRICULTURAL

The proposal would involve land use development over the next fifteen to twenty years to serve an estimated increase in population of 14,100 people.

The DEIR should have provided specific information the number of acres of agricultural land which would be converted as a result of implementation of

this Plan, the potential agricultural value of the affected sites, the impacts of the conversion of the land and the possible mitigation actions which would reduce the impact of the loss of agricultural land. The DEIR should also have noted the potentially significant issues related to the development of residential, will serve the increased population. We recommend that the Final Environmental Impact Report (FEIR) include the following information to ensure the adequate assessment of the project's impacts in these areas.

* The agricultural character of the area covered by the project and of nearby or surrounding lands which may be affected by the conversion.

- Availability and quality of irrigation water.
- Types and relative yields of crops grown.
- Agricultural potential, based on Important Farmland Series map designations and on the U.S Department of Agricultural Land Capability Classifications.

* The impacts of any required cancellations of Williamson Act contract(s) affecting the property, as well as any of the following data:

- the location of agricultural preserves, including acreage and type of land (prime/non-prime).
- The locations of Williamson Act contracts on lands within and adjacent to the project area.
- A discussion of the effects of this project on nearby properties also under contract.

* Farmland Conversion Impacts

- The type and amount of farmland conversion, if any, that would result from implementation of the plan, including loss of potential crop yields.
- The proportion of the County's total farmland that this conversion would represent.
- The proportion of the County's total acreage of those crops currently grown at the proposed sites that this plan would represent.
- The cumulative impact of the plan on other farmland in and around San Jacinto.

* Mitigation measures and alternatives that would lessen the farmland conversion impacts of this project. Some possibilities are:

- Conversion of non-farmland to new farmland of equivalent quality and quantity elsewhere in the area.
- Protection of other, existing farmland through the

TO: Honorable Mayor, Honorable Chairperson, Members of the City Council and Planning Commission

FROM: Ross S. Nammar, City Manager
Brian McNabb, City Planner

SUBJECT: San Jacinto General Plan Program

DATE: December 11, 1984

The City Council has contracted with Cotton/Beland/Associates, Planning Consultants, to prepare a new General Plan for the City. We anticipate a 5-6 month planning program which will include periodic meetings with the City Council, Planning Commission and a Citizens Advisory Committee.

The purpose of this study session is to meet the consulting team, review the intent and purpose of long-range planning and become acquainted with the specifics of our General Plan program. The consultants will be available to answer questions and encourage your participation.

The agenda includes background material on the planning process, a task sequence diagram of the planning program, a tentative schedule for citizen, city council and planning commission participation and some suggestions for the kinds of topics you may want to think about in preparation for the meeting.

We are looking forward to an informative and productive meeting as we begin the important work of updating our General Plan.

Wilson

AGENDA

ADJOURNED REGULAR MEETING OF THE SAN JACINTO CITY COUNCIL
AND
ADJOURNED REGULAR MEETING OF THE SAN JACINTO PLANNING COMMISSION

PLACE: Community Center - 625 South Pico

DATE: December 11th 1984
TIME: 7:00 p.m.

ROLL CALL: Councilmen Rose, Stevens, Visser, Divine, Stuart
Commissioner Culbertson, Hixon, Polak, Westall, Wilson

PLEDGE OF ALLEGIANCE

INVOCATION:

I. INTRODUCTIONS:

II. SAN JACINTO GENERAL PLAN PROGRAM

A. Purpose

B. Overview of program

C. Role of Planning Commission, City Council, Citizens Advisory Committee, City staff, and Consulting Team

D. Schedule for citizens participation

E. Preliminary issue identification

F. Questions/discussion

III. ADJOURNMENT

Motion by_____Seconded by_____to adjourn.

Meeting adjourned at_____p.m.

Next regular City Council meeting December 18th 1984.

Next regular Planning Commission meeting January 7th 1985

WHAT IS PLANNING POLICY

Policy consists of those parts of the plan that direct private and governmental action. State law defines the general plan as a "statement of development policies" consisting of "a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals" (Government Code Section 65302). The zoning and subdivision consistency requirements refer to "the objectives, policies, general land uses and programs" specified in the plan (Government Code Sections 65860 and 66473.5). No matter how these terms are defined in a general plan, it is important that they be used consistently and that the terms, taken together, range from the general to the specific. One set of definitions, used in writing this document, appears on the following page.

For policy to be useful as a guide to action, it should be clear and unambiguous. Legally, as well as practically, the common practice of adopting broadly drawn and vague policy is unacceptable. It is particularly important that the general plan set clear direction and standards for judging the consistency of zoning and subdivisions under the requirements of Government Code Sections 65860, 66473.5, 66474, 66474.60, and 66474.61. For instance, the standards for population density and land use intensity called for in Government Code Section 65302(a) must be clearly specified for the various land use designations in the plan. Such broad ranges of density as 1 to 20 acres per dwelling unit should give way to several narrower ranges or the plan should include specific criteria, such as performance standards, for assigning a density within the range to property within the land use designation.

When writing policies, local officials need to be aware of the difference between "shall" and "should." "Shall" indicates an unequivocal directive. "Should" signifies a slightly less rigid directive, to be honored in the absence of compelling, countervailing considerations detailed in the general plan. Use of the word "should" to give the impression of more commitment than actually intended is a common but unacceptable practice.

Source: Governor's Office of Planning and Research, State of California's General Plan Guidelines, and related materials, State of California, Sacramento, California, 1980.

General Plan Overview

Steps in the General Plan Process:

IDENTIFY problems/issues

ANALYZE problems/issues

FORMULATE goals and objectives

DEVELOP and EVALUATE alternative courses of action

SELECT the preferred course of action

IMPLEMENT the preferred cause of action

MONITOR implementation and ADJUST plans and policies

The overall purpose of planning is to make intelligent, informed decisions. We will be discussing the future of the City over the next 15-20 years. The decisions made during the planning process will help formulate a General Plan which will be used as a guide by City staff and officials in day-to-day decision making. Findings, for example, when approving or denying conditional use permits, variances, etc. will have as their basis adopted general plan policy direction.

There are seven issue areas required, by State law, to be addressed in general plans:

land use
housing
traffic and circulation
public and seismic safety
noise
open space and conservation

We will be discussing the particulars of each issue area in the context of the incorporated City and the overall planning area. The attached pages further explain general plan organization and requirements.

TOOLS FOR IMPLEMENTING THE GENERAL PLAN

e a local government has adopted its general plan, local officials must implement it. The Government Code provides general direction to the planning agency for implementing the plan, while other sections of the law require that local actions be consistent with it. The following are example tools for implementing the General Plan.

A. Corporate Powers (Acquisition and Development)

Construction of streets, roads, and water and sewage treatment facilities.
Acquisition and development of parks.
Acquisition of sites for low- and moderate-income housing.
Purchase of development rights and scenic easements.
Establishment of policies governing the timing of improvements to public services.
Creation of Williamson Act contracts.
Creation of development corporations.

B. Police Powers (Regulatory)

Specific plans
Zoning:
- Open-space zoning
- Environmental hazard zoning
- Inclusionary zoning
- Planned unit development zoning

Subdivision regulation
Park dedication requirements
School dedication requirements
Review and regulation of public works
Housing and building regulation
Code enforcement
Environmental review procedures
Design review

C. Others

Redevelopment
Intergovernmental coordination
Public information
Data management
Monitoring
Cooperative arrangements with the private sector

e: Governor's Office of Planning and Research, State of California's General Plan Guidelines and related materials, State of California, Sacramento, California, 1980.

k. Assure consistency of the zoning ordinances with the general plan. (This is not a requirement of charter cities.)

l. Prepare and adopt an open space zoning ordinance consistent with the city open space element of the general plan.

3. Permissive Activities

The planning commission is permitted by state law, with council authorization by ordinance, to perform various other functions related to land use controls. These functions are:

a. The planning commission may be authorized to hear and decide applications for conditional uses, other permits required by the zoning ordinance and other duties, such as design review and nonconforming use findings, that are authorized by city ordinance.

b. To conduct hearings and to make findings and recommendations to the city council pertaining to initial studies, negative declarations, and environmental impact reports.

c. To make findings of consistency of land division maps with general plan elements and applicable specific plans, and to make the following findings pertaining to a subdivision map:

(1) That the design or improvement of the proposed subdivision is consistent with the applicable general or specific plans.

(2) That the site is physically suitable for the type of development.

(3) That the site is physically suitable for the proposed density of development.

(4) That the design of the subdivision of the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife on their habitat.

(5) That the design of the subdivision or the type of improvements is not likely to cause serious public health problems.

(6) That the design of the subdivision or the type of improvement will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

d. To review annexation proposals and to make reports and recommendations to the city council pertaining to the annexation.

Source: Fleagle, R., Kenneth, A Handbook for Planning Commissioners, Occasional Paper Number 02, Management and Science Research Center, California State University, Dominquez Hills, 1978.

1. Mandated Activities

The State Planning and Zoning Law directs the planning commission to perform the following specific functions:

a. It shall develop and maintain a general plan. (Charter cities are required to adopt only the mandated elements of the general plan.)

b. It shall develop such specific plans as may be necessary or desirable.

c. It shall periodically review the capital improvement program of the city.

d. It shall perform such other functions as the city council may provide.

e. It shall hold a public hearing and recommend to the city council amendments to the zoning ordinance, including reasons for the recommendations and the relationship to applicable general and specific plans.

f. It shall conduct public hearings and recommend to the city council the adoption of ordinances regulating signs and billboards.

g. After the adoption of a general plan, the commission shall:

(1) Investigate and recommend to the council reasonable and practical means for implementing the general plan, including the efficient expenditure of funds for implementation.

(2) Give an annual report to the council on the status of the plan and progress in its application.

(3) Endeavor to promote public interest in and understanding of the general plan and regulations.

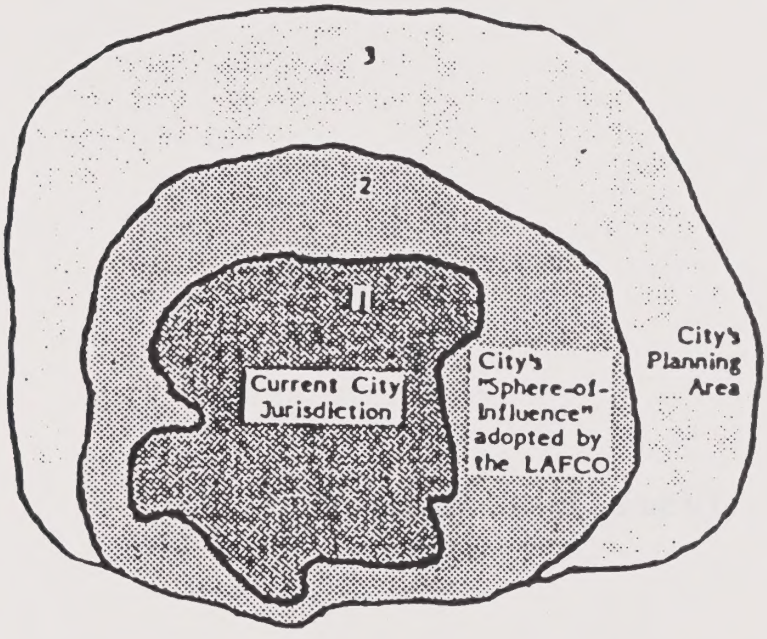
(4) Consult and advise with public officials and agencies, public utility companies, civic, educational, professional and other organizations, and citizens for carrying out the plan.

h. Review the public works plans for the ensuing year, including those of the school district, and report as to conformity of the public works projects with the general plan.

i. Report as to conformity with the general plan before the city or county acquires any real property for public purposes, or authorizes or constructs public buildings or structures.

j. Reports as to conformity with the general plan before the city or county disposes of any real property or vacates or abandons a street.

RELATIONSHIP BETWEEN A CITY'S PLANNING AREA AND SPHERE-OF-INFLUENCE



1. Incorporated Territory: land use controlled by the city.

2. Unincorporated Territory: to be ultimately annexed and served by the city. Land use controlled by county in formal consultation or by joint action with the city.

3. Unincorporated Territory: not to be annexed and served by the city, but bearing some relation to the city's planning. Land use controlled by county in consultation with the city.

he issue of planning areas underscores the need for intergovernmental coop-ration. Local governments face a major problem in coordinating city and ounty actions in unincorporated, fringe areas. While state law offers no lear guidance, cities and counties ought to work together in clearly delin-ating planning areas and developing formal agreements for processing devel-opment proposals within the cities' planning areas.

e: Governor's Office of Planning and Research, State of California's General Plan Guidelines and related materials, State of California, Sacramento, California, 1980.

Housing Element

HOUSING ELEMENT

The purpose of the housing element of the General Plan is to ensure that the housing needs of an area are currently being met and will be provided for in the future. Housing need is determined by analyzing different characteristics of the City. The following is an analysis of trends in San Jacinto's population, households, employment base and type of housing available. The regional context of these trends is also considered. Analysis of these trends in San Jacinto and the sphere of influence will provide information on which to base decisions about objectives and policies for adequate housing. The General Plan Survey Report for the City of San Jacinto also contains information applicable to the housing element. To avoid redundancy, information from the Survey Report is referenced and summarized in this housing element.

The following analysis is divided into four sections. Section A, Population Characteristics, analyzes the City of San Jacinto in terms of demographic characteristics and identifies any population trends that may affect future housing need. Section B, Household Characteristics analyzes San Jacinto in terms of its households to see how past and expected changes will affect housing needs. Section C, Employment, contains information on occupations and employment of San Jacinto residents as they directly affect the need for and location of housing. Section D, Housing Stock, analyzes the housing units in San Jacinto in terms of availability, affordability and condition to identify programs which are needed to ensure that the existing and future housing stock meets the housing needs of every segment of the City's population.

Public Participation

In 1978, the City of San Jacinto and other jurisdictions in the San Jacinto Valley jointly prepared a questionnaire which was distributed by public notice in the Press-Enterprise, a newspaper of local ciculations. The questionnaire dealt with a range of housing and growth-related issues.

Additionally, numerous conversations and meetings have been held with both citizens and developers to discuss the housing needs and housing concepts. The City's Zoning Ordinance has been amended several times to reflect the outcome of these meetings. The public was also invited to address any additional housing concerns at the public hearings held for the draft Housing Element and for the City's General Plan. Comments and suggestions the Planning Commission and City Council feel are important have been included in the final documents.

Finally, the City has encouraged citizens, through advertising in the local paper, to become involved in a committee regarding community and economic development in this area.

A. Population Characteristics

San Jacinto has had a large increase in population over the last three decades (from 1,778 persons in 1950 to 7,098 persons in 1980). According to the State Department of Finance, the 1985 population was estimated to be 9,900.

In terms of age, the 1980 population of San Jacinto was fairly evenly distributed between children (age 0-19), adults (age 20-54) and those over 54. As a proportion of the total population, children aged 5-19 and older adults aged 55-74 decreased between 1970 and 1980 (see Table 1).

Table 1: Age Characteristics of the Population
San Jacinto

Age Range	1970 No.	1970 %	1980 No.	1980 %	% Change 1970-1980
0-4 (preschool)	331	7.6	648	9.1	95.8
5-19 (school)	1,070	24.4	1,571	22.1	46.8
20-24 (college)	259	5.9	505	7.1	95.0
25-54 (working)	1,210	27.6	2,044	28.8	68.9
55-64 (early retirement)	539	12.3	629	8.9	16.7
65-74 (retirement)	607	13.9	959	13.5	58.0
75 + (senior citizens)	369	8.0	742	10.5	101.1
Total	4,385	99.7	7,098	100.0	61.9

B. Household Characteristics

Mirroring national trends, the rate of household formation in San Jacinto increased between 1970 and 1980. That is, the number of households increased and the average household size decreased. Families as a proportion of total households also decreased although families are still the majority of households (see Table 2).

Table 2: Household Characteristics 1970-1980
San Jacinto

CHARACTERISTIC	1970	1980
Total Households	1,598	2,760
Total Families	1,223	1,917
% Families	76.5%	69.5%
1 Person	350	762
% Singles	21.9%	27.6%
Average Size	2.71	2.57

Source: 1970, 1980 U.S. Census

Note: The California State Department of Finance estimates the 1984 total number of households in San Jacinto at 4,102.

Table 3 shows households in San Jacinto that may have special housing needs. San Jacinto has a very high proportion of elderly households (40% of all households have a head that is 65 or more years of age). This is especially notable in light of the fact that the elderly make up only 24% of the total population in San Jacinto. Some of these households may be in need of assistance with housing maintenance and repairs, especially those that are one-person households. The table also shows that 15% of all households are made up of female heads with children.

Table 3: Households With Special Needs 1970 - 1980
San Jacinto

HOUSEHOLD TYPE	1970		1980	
	#	%	#	%
Elderly (65+)	444	27.8%	1,109	40.2%
Handicapped	-	-	56	2.0%
Large Households (5 or more Members)	-	-	336	12.2%
Overcrowded (1.01 or more persons per room)	148	9.3%	224	8.1%
Minority	208(1)	13.0%	267(2)	9.7%
Female Headed Households with Children	66	4.1%	410	15.0%
	1,598	100.0	2,760	100.0%

Source: 1970 U.S. Census
1980 U.S. Census

1 Spanish language households only. Other data were suppressed for confidentiality.

2 Hispanic origin households only. Other data were suppressed for confidentiality.

Note: The definition of a handicapped household includes all households with at least one member having a work or housework disability. Some of these disabilities will not necessitate modification to the housing but many will.

Note: Columns due not sum to total households due to overlap in some of the categories and the fact that some households are not included.

In 1980, two percent of the households in San Jacinto reported at least one handicapped person. This figure includes age-related as well as other disabilities. Some of these handicapped households may require modifications to their homes.

The major factor which constrains the ability of households to obtain adequate housing is income. Table 4 shows household income distributions in San Jacinto for 1970 and 1980. In 1980, over 60 percent of the households were in the very low to low income category (less than 80 percent of the county median). This high number of very low and low income households is in part due to the very high number of households with elderly heads, many of whom are on fixed pensions. The City median income is well below that of the County.

The 1980 Census information also contains calculations of the poverty status of families and individuals not living in families. The income which was defined as the poverty threshold is a national standard, and so does not reflect local or regional variations in the cost of living. These calculations consider only income and not the value of possessions (house, stock, etc.). The definition does include variations for family size and the age of the head of household. Table 5 shows the Federally defined poverty levels.

Table 4: Family/Household Income
1970 - 1980
San Jacinto

INCOME	1970		1980	
San Jacinto Median	$ 7,013		$ 9,420	
Riverside County Median	$ 8,997		$16,037	
	#	%	#	%
Families/Households:				
Very Low Income	327	26.7%	1,232	44.6%
Low Income	200	16.4%	543	19.7%
Moderate Income	256	20.9%	436	15.8%
Upper Income	440	36.0%	549	19.9%
Total Families/Households	1,223	100.0	2,760	100.0
Families/Households Below Poverty	229	18.7%	313	11.3%

Source: 1970 and 1980 U.S. Census. 1970 figures are family income, while 1980 figures refer to household income.

Note: Very low income households earn less than 50% of the County median (or less than $3,506 in 1970, and $7,858 in 1980); low income households earn between 51% and 80% ($3,577 to $5,610 in 1970, and $8,179 to $12,830 in 1980); moderate income between 81% and 120% ($5,681 to $8,416 in 1970, and $12,990 to $19,244 in 1980) and upper income 121% (above $18,486 in 1970 and above $19,405 in 1980) of the regional median or more.

TABLE 5

INCOME THRESHOLDS AT THE POVERTY LEVEL BY SIZE OF FAMILY IN 1979

(National)

Size of Family Unit	Weighted Average Thresholds	NUMBER OF DEPENDENTS								
		None	1	2	3	4	5	6	7	8 or more
1 Person[1]	$ 3,686	3,774								
Under 65 yr.	$ 3,774	3,479								
65 yr. & Over	$ 3,479									
2 Persons[2]	$ 4,723									
HH under 65	$ 4,876	4,858	5,000							
HH 65 & over	$ 4,389	4,385	4,981							
3 Persons	$ 5,787	5,674	5,839	5,844						
4 Persons	$ 7,412	7,482	7,605	7,356	7,382					
5 Persons	$ 8,776	9,023	9,154	8,874	8,657	8,525				
6 Persons	$ 9,915	10,378	10,419	10,205	9,999	9,693	9,512			
7 Persons	$11,237	11,941	12,016	11,759	11,580	11,246	10,857	10,429		
8 Persons	$12,484	13,356	13,473	13,231	13,018	12,717	12,334	11,936	11,835	
9 or more Persons	$14,812	16,006	16,144	15,929	15,749	15,453	15,046	14,677	14,586	14,024

1. Unrelated individual.
2. Householders.

Source: U.S. Census, 1980.

Table 6 shows poverty status by race and Table 7 shows poverty status by household type. Since Whites and Hispanics represent a majority of the population, it is not surprising that these groups have the highest proportion of persons below the poverty level.

Table 6: Poverty Status By Race/Ethnicity - 1980
San Jacinto

RACE/ETHNICITY	PERSONS BELOW POVERTY LEVEL	% TOTAL POVERTY	POPULATION	% OF ETHNIC GROUP	% TOTAL POPULATION
American Indian/ Aleut	48	5.4%	206	23.3%	3.0%
Asian/Pacific Islander	0	N/A	42	0	0
Black	0	N/A	0	N/A	N/A
White	835	95.0%	5,518	15.1%	78.5%
Other	-	N/A	-	N/A	N/A
Total	883	100.0%	7,031		12.6%
Hispanic	450	51.0%	2,149	21.0%	6.4%

Source: 1980 U.S. Census

Notes: Persons of Hispanic origin are distributed across several racial groups as well as shown separately due to the way the census collected the information. The numbers in the Hispanic category are not included in the total.

Poverty levels are defined in Tables 4 and 5.

Approximately 73% of the female headed households with children live in poverty and 20% of all families are below the poverty level. The poverty level for families is based on the number of persons in the family. Table 5 shows the Federally defined poverty levels by family size. According to the Southern California Association of Governments Regional Housing Allocation Model (RHAM), there are 35 farmworker households below the poverty level. There is still a significant amount of agricultural land within and around San Jacinto. Household income is an important factor in determining if there is a difference between the cost of existing housing and the type of housing needed. As was previously discussed (see Income characteristics, p. II-4 of the General Plan Survey Report), a substantial proportion of renters (6.3%) with incomes under $10,000 are spending more than 35% of their income on housing. Generally, these households should not be spending more than 30% of their gross income on housing.

There is also a group of people who are in need that do not belong to a household: the homeless. It is difficult to accurately assess their number in the San Jacinto area, but based on conversations with social service providers, there are very few. The main providers of shelter for the homeless are churche in San Jacinto and Hemet. They are able to lodge people in motels for one or two nights and provide meals.

Table 7: Poverty Status
By Household Type - 1980
San Jacinto

HOUSEHOLD TYPE	POVERTY LEVEL BELOW	ROW %	ABOVE	ROW %	ROW TOTAL
Elderly Head (64+)	147	13.3	962	86.7	1,109
Families					
Children Under 6	53	20.4	207	79.6	260
Children 6 - 17	76	17.6	355	82.4	431
Children 0 -17	75	29.1	183	70.9	258
Female-Head					
With Children	53	73.6	19	26.4	72
Without Children	0	-	53	100.0	53
Total	303		1,614		
Total Households			2,760		

Source: 1980 U.S. Census

Note: Poverty levels are defined in Table 5.
Columns do not sum to the total number of households.

C. Employment

The 1980 Census showed a total labor force living in San Jacinto of 3,596 (Table 8). Over one third (37.4%) of the population age 16-64 is not in the labor force. Table 9 shows employment by industry for 1970 and 1980 and Table 10 shows occupations of those employed in 1980. The only employment category that showed a considerable change over the decade was agriculture, mining and construction. This is probably due to the fact that agriculture and mining were included in the other industries category in 1970. Most employed people work in the agriculture, mining, construction category or wholesale/retail trade and services. The proportion of people working in service industries increased by less than one percent. This is very different from the general trend in the Southern California area of large percentage increases in service workers. Table 10 shows occupations of San Jacinto residents in 1980. Over 75% of these employed live less than 20 minutes from their work (Tables 11 & 12). Many of these people probably work in San Jacinto or in nearby Hemet.

Table 8: Labor Force Characteristics - 1980
San Jacinto

CHARACTERISTICS	NUMBER	PERCENT
Population Age 16-64	5,749	
Not in Labor Force	2,153	37.4% *
Labor Force (Civilian)	3,596	62.6% *
Employed	3,353	93.2% **
Unemployed	244	6.8% **

Source: 1980 U.S. Census
* Percent of total population age 16-64
** Percent of total labor force

Table 9: Employment By Industry
1970 - 1980
San Jacinto

INDUSTRY	1970		1980	
	#	%	#	%
Agriculture, Mining and Construction(1)	82	8.9%	706	21.0%
Manufacturing	135	14.7%	549	16.4%
Transportation, Utilities and Communication	48	5.2%	201	6.0%
Trade	204	22.2%	680	20.3%
Finance, Insurance, and Real Estate	27	3.0%	130	3.9%
Services	266	28.0%	952	28.4%
Public Administration	30	3.3%	135	4.0%
Other Industries	141	15.3	-	-
TOTAL	918	100.6	3,353	100.0

Source: 1970 U.S. Census
1980 U.S. Census
(1) This category was construction only in 1970. Agriculture and mining were included in the Other Industries category.

Table 10: Occupation Of Employed Persons - 1980
San Jacinto

OCCUPATION GROUP	PERSONS	PERCENT
Managerial and Professional	481	14.3%
Technical, Sales, and Administrative Support	796	23.7%
Services	612	18.3%
Farming, Forestry, and Fishing	349	10.4%
Precision Production, Craft, and Repair	549	16.4%
Operators, Fabricators, and Laborers	566	16.9%
TOTAL	3,353	100.0

Source: 1980 U.S. Census

Table 11: Commuting Patterns - 1980
San Jacinto

PLACE OF WORK	PERSONS	PERCENT
San Jacinto *	-	N/A
Other Riverside County	1,359	80.1%
Outside Riverside County	93	5.5%
Not Reported	244	14.4%
TOTAL	1,696	100.0

Source: 1980 U.S. Census

* not reported separately for San Jacinto

Table 12: Travel Time To Work - 1980
San Jacinto

5 minutes	162
5- 9 minutes	422
10-14 minutes	525
15-19 minutes	195
20-29 minutes	164
30-44 minutes	88
45-59 minutes	57
60+ minutes	94
Average Travel Time	15

Source: 1980 U.S. Census

D. Housing Stock

To determine the extent of housing need in San Jacinto, information must include the type and condition of housing available. Housing need is defined as the difference between the type of housing required by the City's existing and future population and the type of housing currently available. Size, price and condition of existing units are factors that determine the suitability of the existing stock. Table 10 on page III-5 of the General Plan Survey Report shows changes in the distribution of housing types in the city. Table 11 on page III-6 displays the age distribution of San Jacinto housing units. Both tables show over half of the existing units were built after 1970.

Almost 40 percent of all occupied housing units are renter-occupied (Table 13). The 1980 vacancy rate was approximately 9 percent (Table 14). This is a fairly high vacancy rate taking into account that a vacancy rate of 3-5 percent is considered to be normal.

The General Plan Survey Report discusses the proportion of income that San Jacinto households are spending on housing (page II-5). Almost one third of the total households are spending 35 percent or more of their monthly income on housing.

Compared to Riverside County and areas within the County, housing costs in San Jacinto are low (Table 15). Both the median value and rent are the lowest in the area. Housing sales prices for 1984-1985 (Table 16) show little overall increase in housing unit values for the last four years. The range in price of homes that sold was $33,000 to $77,900, a range that offers a wide choice in price. Current rents range from $190 to $400 for an apartment and $300 to $525 for a detached house (Table 17).

Table 13: Unit Type And Tenure - 1980
San Jacinto

UNIT TYPE	OWNER OCCUPIED		RENTER OCCUPIED		TOTAL	
	#	%	#	%	#	%
Single-Family Detached	1,154	68.8%	379	34.9%	1,533	55.5%
Single-Family Attached	53	3.2%	105	9.7%	158	5.7%
Duplex	12	0.7%	65	6.0%	77	2.8%
3-4 Units	41	2.4%	322	29.6%	363	13.1%
5+ Units	13	0.8%	148	13.6%	161	5.8%
Mobile Home	405	24.1%	67	6.2%	472	17.1%
TOTAL	1,678	100.0%	1,086	100.0%	2,764	100.0

Source: 1980 U.S. Census
The 1980 U.S. Census figure for the total number of housing units in San Jacinto is 3,026. This refers to the total number of occupied units (2,764), plus the total number of vacant units referred to below. The Department of Finance 1986 figure for the total number of housing units in San Jacinto is 4,511.

Table 14: Characteristics Of Vacant Units 1970-1980

VACANCY TYPE	1977	PERCENT	1980	PERCENT
Vacant for Sale	13	9.9%	37	13.5%
Vacant for Rent	37	28.2%	130	47.4%
Seasonal Home	21	16.0%	48	17.5%
Other	60	45.8%	59	21.5%
TOTAL VACANT UNITS	131	100.0%	274	100.0%

Source: 1980 U.S. Census, 1977 Special Census

Table 16: Housing Costs - 1980
San Jacinto And The Region

JURISDICTION	MEDIAN VALUE	MEDIAN RENT
San Jacinto	$ 47,600	$ 182
435.02	$ 47,400	$ 177
436.00	$ 47,600	$ 184
Hemet	$ 52,400	$ 207
Riverside (City)	$ 68,100	$ 249
San Bernardino (City)	$ 51,600	$ 195
Riverside County	$ 67,300	$ 229
San Bernardino County	$ 63,000	$ 221

Source: 1980 U.S. Census

Table 17: Housing Sales Price 1984-1985
San Jacinto

HOUSING TYPE	NUMBER OF UNITS	MEDIAN	AVERAGE	RANGE
Single Family				
Resale				
1 Bedroom	1	-	-	$33,000
2 Bedroom	8	$48,000	$50,236	$40,000-$63,495
3+ Bedroom	7	$59,450	$59,514	$53,000-$66,000
Original Sale				
1 Bedroom	0	-	-	-
2 Bedroom	12	$60,900	$60,012	$51,900-$61,900
3 Bedroom+	7	$68,600	$69,543	$57,500-$77,900

Source: California Market Data Cooperative; Sales reported 1984, January and February 1985

The City has established that the maximum number of newly constructed units that can be constructed over this five year period is approximately 400 units per year. Staff estimates that approximately 20 units per year can be rehabilitated. The City conservation program is estimated to conserve approximately 500 units per year.

Table 17: Rental Rates--October 1984-January 1985
San Jacinto

HOUSING TYPE	NUMBER OF UNITS	MEDIAN	AVERAGE	RANGE
Attached Units				
1 Bedroom	4	N/A	$282.50	$230-325
2 Bedroom	7	$340	$353.60	$300-400
3 Bedroom	0	N/A	N/A	N/A
Single	2	N/A	$255	$190-320
Detached Units				
1 Bedroom	1	N/A	N/A	$300
2 Bedroom	3	N/A	$407	$395-425
3 Bedroom	3	N/A	$475	$400-525

Source: The Hemet News - October, November, December 1984 and January 1985

Summary of Housing Need

The 1990 population within the current City limits of San Jacinto is expected to reach approximately 11,500 according to the CBA estimate. The Southern California Association of Governments (SCAG) has estimated that the 1990 population for the same area will be 9,175. The CBA estimate represents an increase, from 1,585 to 1,600 persons. The SCAG 1990 estimate was exceeded by 715 persons in 1985. The total planning area for San Jacinto could increase to 16,000 by 1990.

There are indications that the area may experience rapid growth resulting in a population near 30,000 by 2005.

Based on 1980 census data, the City has a total of 259 substandard housing units. Approximately 60% of these units are in need of repair (e.g., elecrical rewiring, replacement of plumbing, reroofing, foundation repair). The remaining substandard units will probably need to be replaced. There are 663 households paying more than 35% of their gross income on housing and 313 households live below the poverty level (Table 18). The groups most in need of housing assistance are the elderly living on fixed incomes and single mothers. The City can also target households who are living in substandard housing and low income households who are overpaying for housing. Table 18 also shows the estimated growth in housing units between 1985 and 1990 and how many may be needed in each income category.

As is discussed in the General Plan Survey Report (p.III-8), there is potential for a considerable amount of additional residential development in San Jacinto, given the current zoning.

SCAG has projected new construction needs for San Jacinto totalling 426 units from 1983 to 1988. These figures have been extended to begin with the housing elements' base year of 1986 through 1990, and are revised to be 612 new units.

Table 18: Existing And Projected Housing Needs By Household - 1985
San Jacinto

Housing Need	Total	Very Low	Low	Moderate	Upper
EXISTING NEED*					
Overpaying					
Total	663		567	79	17
Renters	473		441	20	12
Substandard	259				
Repair	155				
Replace	104				
Special Needs					
Elderly	1,109				
Handicapped	56				
Large Families	336				
Overcrowded	224				
Minority	267				
Female Head	410				
Below Poverty Level	313				
1985 to 1990** GROWTH	620	123	234	99	164
CITY OF SAN JACINTO	100.0%	19.91%	37.73%	16.00%	26.36%

Source: 1980 U.S. Census
SCAG Regional Housing Allocation Model
SCAG - preliminary projections

Note: *Special needs figures cannot be totaled because categories are not exclusive of one another.

**The 1990 housing unit growth figure was based on the 1990 projected population and an average household size of 2.57.

F. Constraints

There are a number of constraints to further residential development in San Jacinto. These constraints do not preclude future development, but such development must be considered in light of these constraints.

Water (both local and imported) is very expensive in the San Jacinto area.

As development increases, flood related property damage will increase. Floods come from overflow of the San Jacinto River and runoff generated by a combination of topography and increased development. Because of the need for structures that can withstand runoff and mudslide hazards, residential development in the hillside areas will be more expensive. In addition, the San Jacinto planning area has been classified as a zone VI (the highest classification) in terms of earthquake hazards.

A more detailed discussion of these natural constraints is contained in Section IV of the General Plan Survey Report.

Other constraints exist also. There are a number of mobile home developments in the San Jacinto Planning Area. The lots being sold in these developments are very small (40'x60'). Such small lots each with a different owner could present a problem in the future if the land use changes. Finally, there are developments that are scattered throughout the Planning area. This scattering of residential development can make it difficult (and costly) to provide them with services.

Market constraints must also be considered. As shown in Table 19, the principal components of new housing cost are labor, materials and land. This table shows the average percentage contribution of each cost factor to the overall cost of constructing a single family home in the Southern California region over the last 10 years. The costs of housing construction have risen greatly in California between 1970 and 1980 slowing the rate of new construction, particularly for single family homes. In recent years, costs have leveled off somewhat but they can vary greatly depending on the cost of land and the type of housing that is built. For example, land costs in San Jacinto are an average of $22,000 for a 6,000 square foot single family lot. Single family housing is usually more expensive to build than multiple family housing. Amenities such as swimming pools and open space can add to the cost of single or multiple family dwellings.

Permits

As specific projects are initiated, detailed approvals are required which take the form of permits and inspections. The skyrocketing cost of housing is often blamed in part on governmental delays and bureaucratic red tape. Unquestionably, stringent development regulations, in many cases have increased processing time and thus added to housing costs. One potential way to reduce housing costs is to reduce the time necessary for processing of permits. San Jacinto's processing times for development applications range from approximately 30 days to 140 days (if a general plan amendment or zone change is required). To help shorten the processing time, the City proposes to encourage developers to set up pre-application conferences with City staff. The adoption of the Specific Plan concept (see Land Use Element) will also help to speed the processing of large-scale developments. Reduction in processing time for development applications can result in reduced costs to developers.

The City's permit processing procedures include an environmental impact assessment and subsequent review of an environmental impact report if significant impacts are found to exist. This portion of the processing procedure is mandated by State law under the California Environmental Quality Act.

Fees

Fees are collected by the city to defray the costs of permit processing, inspections, environmental impact determinations, and to contribute to the delivery of services such as water, sewers, storm drains, and parks and recreational facilities. These fees are assessed on the basis of number of dwelling units, acres of development or building square footage. As land use densities increase the proportions of the cost borne by each unit decreases for those fees which are charged on a "per acre" basis. Although these fees can add to the cost of new housing, they are necessary. The City's fees are listed in Appendix C.

Taxes and Insurance

Since the passage of Proposition 13, the amount and range of property taxes and property tax increases have been uniformly regulated throughout the State. Currently, the City of San Jacinto has no special taxes. Thus taxes paid and City revenue generated from the sale of a new home in the City is equal to a similar priced home in the County.

The City does have lighting and landscaping assessment districts. The district is known as a benefit assessment district designed for a specific purpose. The purpose of the lighting district is to construct and/or illuminate street lights within the City. The landscaping portion of the district is only applied to large developments that have right-of-way landscaping. The cost of the landscaping depends upon the type of landscaping and its maintenance needs.

Although both costs referred to above are listed on a homeowner's tax bill and must be paid along with property taxes, they are not a tax. The revenue collected pays for the actual cost of the service provided.

Table 19

Cost Components
Residential Development
San Jacinto

Component	1970	1976	1980
	%	%	%
Construction			
Labor	20.9	18.6	15.5
Materials	35.1	30.4	27.0
Improved Land	21.0	25.0	27.8
Interim Finance	6.5	8.5	12.0
Overhead & Profit	12.0	12.5	5.0
Other	4.5	4.9	5.0
	100.0%	100.0%	100.0%

Source: Construction Industry Research Board
Note: Category "Other" includes insurance, marketing, etc. Profit and overhead category is a residential estimate remaining after determination of the cost of other components.

Another significant cost factor is financing. In recent years, both developers and potential home buyers have had difficulties obtaining financing at rates that were affordable. Despite the recent drop in interest rates, an overall trend toward increasing interest rates is indicated.

One way to provide affordable housing without the costs of new construction is to preserve the existing housing stock in good repair. The City plans to have rehabilitation programs for renter and owner occupied housing. In addition, the City proposes to conduct occupancy inspections upon sale of each dwelling unit.

GOVERNMENTAL CONSTRAINTS

Local governments affect the supply, distribution, and cost of housing through land use controls, building codes, development permits and procesing fees. Compliance with the State-mandated requirements, such as environmental impact assessment procedures, also influence the cost and nature of residential development. In addition, fees and special assessments contribute to government's impact on housing. This section discusses how each of these factors relates to the City's ability to respond to its housing needs.

While the issues and policies related to housing are addressed primarily in the Housing Element, policies contained in all of the other elements significantly affect the character and production of housing in San Jacinto.

Land Use

The Housing Element is most affected by development policies contained in the Land Use Element, which establishes the location, type, intensity, and distribution of land uses throughout the City. In designating the total acreage and density of residential development, the Land Use Element places an upper limit on the number and types of housing designated for industrial, commercial and office professional use creates employment and services opportunities, and the presence of these jobs and available services affects the demand for housing in the City. On-going evaluation of the impacts associated with various land use types and proposed developments may warrant a reconsideration of the distribution of land uses throughout the City and its environs.

There is adequate land in San Jacinto for residential use. Table 20 shows the minimum and maximum development potential land within the current City limits. Table 21 shows the same residential development potential for the sphere of influence. At maximum buildout, the City has a capacity for a total of 26,883 dwelling units. In the sphere of influence, the maximum buildout potential is 33,400 dwelling units. Table 22 shows the development capacity of residentially zoned vacant land in the City, as well as estimates of expected development in 1990. These tables demonstrate that there are enough sites available to meet new construction needs.

Local Building Codes

San Jacinto has adopted the Uniform Building Code, which establishes minimum construction standards for residential development as well as commercial and industrial development. Although San Jacinto has imposed a few more stringent standards than the UBC, these standards are not found to be unreasonable, and in fact are enforced to enhance the safety of structures in this city. It is in our opinion that reducing building code standards would not significantly reduce building costs so as increase the amount of residential development in the area.

Required Off-Site and On-Site Improvements

Developers of single family residential tracts in the City are required to install arterial and local streets, curbs, gutters, sidewalks, sewers, street lighting, and trees in the public right-of-way within and adjacent to a tract. These facilities are, in most cases, dedicated to the City, which is responsible for maintenance.

While there are no required on-site improvements for lots created by a typical single-family subdivision, some on-site improvements are required for planned residential developments and apartments. For example, private streets and landscaping within a planned development must meet standards set forth in various City codes. All off-site improvements mentioned above are also required for planned developments. Apartment developers are subject to minimum on-site open space and parking requirements as well as off-site improvements.

G. Policies And Programs

The housing programs for the City of San Jacinto address the following policies:

1) The attainment of decent housing within a satisfying living environment for households of all socio-economic, racial, age and ethnic groups in San Jacinto.

2) The provision of a variety of housing opportunities by type, tenure, and cost to households throughout the City.

3) The development of a balanced residential environment with access to employment opportunities, community facilities, and adequate services.

The following is a description of past housing programs proposed by the City designed to respond to the above policies. Table 23 provides a summary of these programs.

City-Wide Housing Survey

The City will conduct a survey of rental housing available to the following special needs groups: low and very low income households, senior citizens, handicapped and families with children. After identifying available units, the City will compile a hand out listing the units. The Department of Community Development will conduct the survey and compile the list. The list will be updated on a yearly basis. This program is an on-going City project.

Housing Units for the Handicapped

This program requires developers of new multiple family units to construct a percentage of units for handicapped persons. The Department of Community Development would negotiate with the developer to determine the appropriate proportion of units for the handicapped. Since January of 1984, 8 units have been constructed. This is not a very large number, but very little multi-family construction has occurred in the last year in San Jacinto. This program will continue until September 1, 1985, when a new state law will go into effect. This new law requires that all accessible apartment units have to be adaptable for a handicapped person. This program is an on-going City project.

New Construction of Public Housing

The City has contracted with the Riverside County Housing Authority to satisfy a portion of the City's housing needs. To date, the County Housing Authority has constructed 14 rentals units in San Jacinto. This contract with the County Housing Authority is ongoing. This program is an on-going City project.

Rental Rehabilitation Program

This program was also carried out under contract with the County Housing Authority. With Housing and Urban Development funding, the Housing Authority provided low interest loans for rehabilitation of 6 rental units. The tenants were given Section 8 vouchers to pay that portion of the rent that was greater than 30 percent of their gross income. This program is an on-going City project.

Rental Housing Vacancy Surveys

The City will conduct a yearly rental housing vacancy rate survey. This will assist the City in planning the type, location and cost needs of future development. This program is scheduled to begin in January, 1987.

California Home Ownership Assistance Program: This is an equity sharing mortgage lending program under the auspices of the State Department of Housing and Community Development. The home buyer of low-moderate income can purchase a home with an all-inclusive loan from this program. The home must be State approved housing but can be single family, mobile homes, manufactured housing, or converted rental units (either condominium or cooperative ownership). A 2 million dollar bond has been set aside for the City of San Jacinto to provide single family housing for low-moderate income households. This program is an on-going City project.

Redevelopment: The fact San Jacinto has a redevelopment plan means that some revenues and percentage of new and rehabilitated housing be available for low-moderate income households. Specifically, redevelopment law requires that 20% of gross tax-increment revenues be set aside to benefit low and moderate-income housing located inside or outside the project area (Section 3334.2 of the Health and Safety Code). This program is scheduled to begin in January, 1987.

Redevelopment law also requires that certain percentages of housing (new or rehabilitated) be available for families of low or moderate-income. Section 33413 (b)(1) states:

> "At least 30 percent of all new or rehabilitated dwelling units developed within the project area by an agency shall be available at affordable housing cost to persons and families of low or moderate income. Of such 30 percent, not less than 50% thereof shall be available at affordable housing cost to, and occupied by, very low-income households.
>
> At least 15 percent of all new or rehabilitated dwelling units developed within the project area by public or private entities or persons other than the agency shall be available at affordable housing cost to persons and families of low or moderate-income. Of such 15 percent, not less than 40 percent thereof shall be available at affordable housing cost to very low income households.
>
> The requirements of this subdivision shall apply in the aggregate to housing in the project area and not to each individual case of rehabilitation, development, or construction of dwelling units."

CDBG Housing Loan Fund

Administrated by the Riverside County Community Development Department, this program provides low interest loans to developers to build sale housing. The County Department of Development then provides mortgage bonds so that low and moderate income families can purchase the loans. These funds can also be used by developers to build rental housing. Since 1983, 128 rental apartment units have been built in San Jacinto. An additional 66 units are planned to be built in 1985. This program is an on-going City project.

CDBG Senior Repair Program

Grants of up to $250 are given to senior homeowners to do minor repairs. This program is an on-going City project.

CDBG Housing Improvement Program

Low interest loans are given to low and moderate income homeowners for repairs. This program is an on-going City project.

Historic Buildings

The City will apply to the State for funds to rehabilitate historic structures identified through the County Historical Society survey. This program is scheduled to begin in January, 1987.

Energy Conservation for New Construction

The State of California requires that all new residential construction be energy efficient. This program is an on-going City project.

Retrofit Energy Conservation

The City will develop energy conservation standards for existing residential units and will provide financing for installation according to the standards. These standards include but are not limited to:

1. Solar space and water heating;
2. Increased insulation of structures;
3. Weather stripping and caulking around windows and doors; and
4. Glazing.

The County Community Action Agency provides free weatherproofing for low income households. This program is scheduled to begin in January, 1988.

In addition to the above programs, the City proposes to:

- Work with State and Federal legislative representatives and urge that regulations controlling the construction of housing for persons in need of housing assistance and subsidy programs be eased.

- Provide consultation to aid private developers in expanding housing opportunities by encouraging pre-application conferences to inform them of housing needs and what types of developments are available to meet these needs.

- Continue to enforce development standards through the implementation of the PUD zone, PCD zone, etc. to provide a variety of housing in terms of type and costs throughout the City and sphere of influence.

- Conduct occupancy inspections when each and every dwelling unit is sold to ascertain compliance with the Health and Safety Code of the State of California. This should result in the elimination of substandard housing.

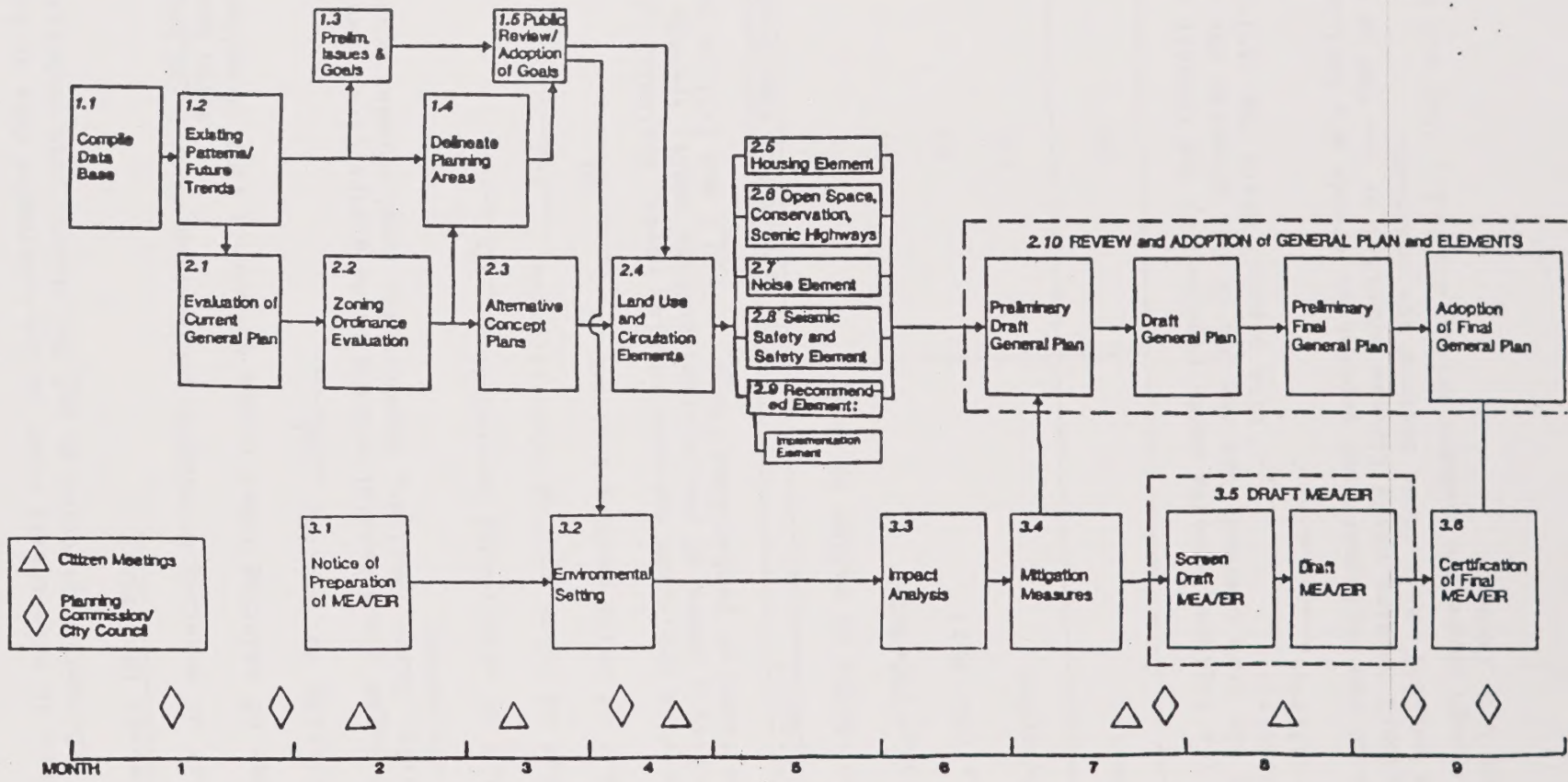
- Encourage the development of a capital improvement program to provide for the orderly development of facilities and services in all areas of the City.

TABLE 23

SUMMARY OF PROGRAM ACCOMPLISHMENTS AND GOALS
San Jacinto

Program	Responsible Agency	Funding	Goal 1983-85	Achieved 1983-84	Goal 1985-90
City-wide Housing Survey	City Community Development	City	-	-	-
Housing Units for Handicapped	City Community Development	Developer	-	8 units	20
New Construction of Public Housing	Riverside County Housing Authority	County	-	14 units	10
Rental Rehabilitation Program	Riverside County Housing Authority	Housing and Urban Development	-	6 units	5
Rental Housing Vacancy Survey	City Community Development	City	-	-	-
California Home Ownership Assistance Program	City Community Development	State Department of Housing and Community Development	-	-	20
CDBG Housing Loan Fund	Riverside County Community Development	Community Development Block Grant (CDBG)	-	128 units	92
CDBG Senior Repair Program	Riverside County Community Development	CDBG	-	-	10
CDBG Housing Improvement Program	Riverside County Community Development	CDBG	-	-	10
CDBG Rehabilitation Loan Program	City Community Development	CDBG	-	-	-
Historic Buildings Rehabilitation	City Community Development	State	-	-	5
Retrofit Energy Conservation	City County Community action Agency	City County Community action Agency	-	-	ongoing

SAN JACINTO GENERAL PLAN – TASK SEQUENCE DIAGRAM



HOUSING ELEMENT REVIEW WORKSHEET

Locality San Jacinto Draft X Adopted _____ Submittal Date _____

Contact Person _____ Phone _____ Coastal Zone _____

Previous adopted element prepared to 1977 Guidelines _____ or Article 10.6 _____

Section numbers in parenthesis refer to the Government Code Article 10.6. Please provide the information referred to and the element page number(s) where it is located.

I. Housing Needs (65583(a)) — Page

A. Number of existing households and housing units 2,760 households[1] — H-2
2,764 housing units — H-11

B. Number of existing lower income households (80% of median income or below) overpaying for housing 646

C. List pages where special housing needs groups (i.e., handicapped, elderly, large families, farmworkers, female-headed households, etc.) are discussed: H-2 through H-4

D. Number of overcrowded households 224 — H-3

E. Number of units needing rehabilitation 155 — H-15

F. Number of units needing replacement 104 — H-15

G. Five-year projected new construction needs, including the locality's share of the regional housing needs; specify time frame of projections (1985 - 1990) and fill in table:

Income Category	Five-Year New Construction Needs
Very low (0-50% of median income)	123
Other Lower (50-80%)	234
Moderate (80-120%)	99
Above Moderate	164
Total Units	620

H. If the regional housing needs provided by the Council of Government or HCD has been revised, has the COG or HCD accepted the revision (65584(c)) _____. List page(s) where the revision is justified: _____.

I. Unless the employment and population trends are included in the regional housing needs figures provided by the COG or HCD, list the page(s) where these factors are analyzed.

(1) Although these two numbers differ slightly, they are both from the 1980 U.S. Census.

HOUSING ELEMENT

The purpose of the housing element of the General Plan is to ensure that the housing needs of an area are currently being met and will be provided for in the future. Housing need is determined by analyzing different characteristics of the City. The following is an analysis of trends in San Jacinto's population, households, employment base and type of housing available. The regional context of these trends is also considered. Analysis of these trends in San Jacinto and the sphere of influence will provide information on which to base decisions about objectives and policies for adequate housing.

The following analysis is divided into five sections. Section A, **Population Characteristics**, analyzes the City of San Jacinto in terms of demographic characteristics and identifies any population trends that may affect future housing need. Section B, **Household Characteristics** analyzes San Jacinto in terms of its households to see how past and expected changes will affect housing needs. Section C, **Employment**, contains information on occupations and employment of San Jacinto residents as they directly affect the need for and location of housing. Section D, **Housing Stock**, analyzes the housing units in San Jacinto in terms of availability, affordability and condition to identify programs which are needed to ensure that the existing and future housing stock meets the housing needs of every segment of the City's population. Section E, **Constraints**, identification to constraints to housing development must be identified.

A. Population Characteristics

San Jacinto has had a large increase in population over the last four decades (from 1,778 persons in 1950 to 16,210 persons in 1990). According to the State Department of Finance, the January 1, 1993 population was estimated to be 22,255.

In terms of age, the 1990 population of San Jacinto increased proportionately the most in the 25 - 54 age range. As a proportion of the total population, adults between the ages of 25 - 54 underwent the largest increase of any age group with an increase of 4.17% of the total population between 1980 and 1990. (See Table 1)

TABLE 1: SAN JACINTO'S AGE CHARACTERISTICS POPULATION					
AGE RANGE	1980 NO.	%	1990 NO.	%	CHANGE 1980 - 1990
0 - 4 (preschool)	648	9.1	1,505	9.28	132.2
5 - 19 (school)	1,571	22.1	3,473	21.4	121.1
20 - 24 (college)	505	7.1	1,009	6.2	99.8
25 - 54 (working)	2,044	28.8	5,346	32.97	161.5
55 - 64 (early retirement)	629	8.9	1,364	8.4	116.8
65 - 74 (retirement)	954	13.5	1,985	12.25	106.9
75 + (senior citizens)	742	10.0	1,528	9.4	105.9
T O T A L	7,098	100.0	16,210	100.0	43.8

B. Household Characteristics

Mirroring national trends, the rate of household formation in San Jacinto increased between 1970 and 1980. That is, the number of households increased and the average household size decreased. Families as a proportion of total households also decreased although families are still the majority of households (see Table 2).

TABLE 2: HOUSEHOLD CHARACTERISTICS 1970-1980-1990 CITY OF SAN JACINTO			
CHARACTERISTIC	1970	1980	1990
Total Households	1,598	2,760	6,022
Total Families % Families	1,223 76.5%	1,917 69.5%	4,209 69.9%
1 Person % Singles	350 21.9%	762 27.6%	1,604 26.6%
Average Size	- - -	2.56	2.57

Source: 1970, 1980, 1990 U.S. Census

Table 3 shows households in San Jacinto that may have special housing needs. San jacinto has a very high proportion of elderly households (38% of all households have a head that is 65 or more years of age). This is especially notable in light of the fact that the elderly make up only 21.7% of the total population in San Jacinto. Some of these households may be in need of assistance with housing maintenance and repairs, especially those that are one-person households. The table also shows that 15% of all households are made up of female heads with children.

TABLE 3A: HOUSEHOLDS WITH SPECIAL NEEDS 1970 - 1980 - 1990
CITY OF SAN JACINTO

HOUSEHOLD TYPE	1970 #	%	1980 #	%	1990 #	%
Elderly (65+)	444	27.8%	1,109	40.2%	2,275	38%
Handicapped	---	---	56	2.0%	See Table 3B	See Table
Large Households (5 or more members)	---	---	336	12.2%	907	15.2%
Overcrowded (1.01 or more persons per room)	148	9.3%	224	8.1%	586	9.8%
Minority	208 (1)	13.0%	267 (2)	9.7	1027 (3)	17.2%
Male Householder, no wife; present with children	---	---	---	---	181	3.0%
Female Headed Households with children	66	4.1%	410	15.0%	635	10.6%

SOURCE: 1970, 1980, 1990 U.S. CENSUS

TABLE 3B: DISABILITY STATUS OF CIVILIAN NON INSTITUTIONALIZED PERSONS 16 YEARS AND OVER (1990)

STATUS	AGE 16 - 64	65+	TOTAL	PERCENT OF TOTAL
Mobility limitation only	892	994	1,886	16.1
Self Care limitation only	104	100	204	1.7
Mobility & self-care limitation	257	222	479	4.2
SUB TOTAL	1,253	1,316	2,569	22.0
No Mobility/Self Care Limitation	7,070	2,062	9,132	8.0
TOTAL	8,323	3,378	11,701	100.0

In 1990, 22 percent of the population in San Jacinto reported a disability. This figure includes age-related as well as other disabilities. Some of these handicapped persons may require modifications to their homes.

The major factor which constrains the ability of households to obtain adequate housing is income. Table 4 shows household income distributions in San Jacinto for 1980 and 1990. In 1990, over 60 percent of the households were in the very low to low income category. This high number of very low and low income households is in part due to the very high number of house-holds with elderly heads, many of whom are on fixed pensions. The City median income is below that of the County.

The 1990 Census information also contains calculations of the poverty status of families and individuals not living in families. The income which was defined as the poverty threshold is a national standard, and so does not reflect local or regional variations in the cost of living. These calculations consider only income and not the value of possessions (house, stock, etc.). The definition does include variations for family size and the age of the head of household. Table 5 shows the Federally defined poverty levels.

TABLE 4: FAMILY/HOUSEHOLD INCOME 1980 - 1990
CITY OF SAN JACINTO

INCOME		1980		1990
San Jacinto Median		$9,420		$20,810
Riverside County Median		$16,037		$36,000
Families/Households: Very Low Income	1,232	44.6%	2,447	40.9%
Low Income	543	19.7%	1,423	23.8%
Moderate Income	436	15.8%	1,296	21.6%
Upper Income	549	19.9%	818	13.7%
Total Families/Households	2760	100.0%	5,984	100.0%
Families/Households Below Poverty	313	11.3%	963	15.99%

SOURCE: 1980, 1990 U.S. CENSUS. 1980 AND 1990 FIGURES TO HOUSEHOLD INCOME.

Note: Very low income housheolds earn less than 50% of the County medi (or less than $7,858 in 1980 and $17,700 in 1990); low income households earn between 51% and 80% ($8,179 to $12,830 in 1980 and $17,700 to $28,300 in 1990); moderate income between 81% and 120% ($12,990 to $19,244 in 1980 and $28,300 to $42,450 in 1990) and upper income 121% (above $19,405 in 1980 and above $42,450 in 1990) of the regional median or more.

TABLE 5: RIVERSIDE COUNTY INCOME LIMITS AS ESTABLISHED BY HUD, MAY 1993

		NUMBER OF PERSONS IN FAMILY							
County	Standard	1	2	3	4	5	6	7	8
RIVERSIDE	Very low income	14400	16450	18500	20550	22200	23850	25500	2715(
Area	Lower incone	23000	26300	29600	32900	35500	38150	40750	4340(
median	Median income	28750	32900	37000	41100	44400	47700	50950	5425(
$41,100	Moderate income	34500	39450	44350	49300	53250	57200	61150	65100

HOMELESS

n estimate of the number of homeless individuals in the area on a given day is difficult to obtain , tatistics on the homeless are difficult to obtain. Statistics on the homeless are difficult to obtain. Statistics on the homeless are difficult to compile because they are without shelter and may migrate in search of shelter.

The Valley Restart Shelter is a non-profit organization created in March 1989 in an effort to provide basic services to the homeless. From November 15 to February 15, and on any night during the year that the temperature drops below 40 degrees, shelter is provided at various community churches in the area. Valley Restart provides meals to over 70 people per day as well as emergency assistance in the form of showers, laundry, clothing, and address, telephones, limited financial assistance, and jobs, at the Drop C enter which is open every day.

Since the shelter opened in 1989, 900 people have been served in 1989, 900 people have been served, 27,000 evening meals and 20,000 lunches have been provided. Since Spring of 1990, Valley Restart has served over 343 unduplicated families and over 1,802 unduplicated individuals. Figures as of December 1991, reflect an increase in services of 456 percent for families and 270 percent for individuals over 1990. This increased number of homeless in the area is due in part to the high current unemployment rate.

Valley Restart estimates there are approximately 350 homeless families in the San Jacinto Valley. Reasons attributed to homelessness range from loss of jobs or family members to mental disorders and substance abuse, (substance abuse and mental disorders comprises 70 percent of those seeking assistance) and the ability to meet housing payments (particularly for the elderly on fixed, low incomes). Homelessness is ot a problem that the City can expect to resolve in the short term, but should make provisions to share n the regional burden, and put policies in place that avoid aggravating the homeless problem.

The 1990 census reported no emergency shelters for the homeless within the City and Zero visibility of homeless people reported.

MIGRANT FARMWORKERS

Spitze Ranch

There are no migrant farm labor camps in the city of San Jacinto. As the City continues to develop there will ultimately be less of a need for agricultural workers. The most predominate agricultural activity in the City are dairies. Dairies are not a seasonal type of agricultural activity and it is not necessary for its workers to migrate to other areas following seasonal crops to earn a living.

Southern California Association of Governments has informed us that there was no information pertaining to migrant farmworkers in the 1990 U.S. Census. The Agricultural Commissioners office for the County of Riverside and The Farm Bureau also had no record of a need for agricultural migrant farmworker housing in the City of San Jacinto.

TABLE 3C

SUMMARY OF AVAILABLE RESOURCES FOR SPECIAL HOUSEHOLDS

SOCIAL SERVICE	AGENCY	RESPONSIBILITY
Child Protective Services		Helps abused children who are referred by hospital and school personnel.
Child Care Services	Riverside County Department of Public Social Services	Assists with funding for parental child care.
Coordinated Child Care Services	Riverside County Office of Education	Referral Service Subsidized Child Care Food Program
San Jacinto Community Center	City of San Jacinto	Outreach programs Referral Services
Senior Nutrition Program	Riverside County Office on Aging	Congregate and home delivered meals
Library Literacy Program	City of Hemet	Tutorial Programs
Senior Citizen Health Screening	Riverside County Health Department	Health testing services for the elderly.
Phone Alert League	Riverside County Office on Aging	Volunteer supported daily phone contact for senior citizens.
Utility Assistance Referral	Riverside County Office on Aging	Referral Information
Ombudsman Program	Riverside County Office on Aging	Provides advocacy of people in residential care and nursing facilities
Access Program	Riverside County Office on Aging	Provides access to community services to senior citizens.
Senior Home Repair Program	Riverside County Office on Aging	Provides non-cosmetic minor home repair for senior citizens.
Senior Employment Program	Riverside County Office on Aging	Helps Senior Citizens to re-enter the work force.
Adult Protective Services	Riverside County Department of Public Social Services	Protects Seniors from elder abuse, financial exploitation, and physical and mental abuse

SOCIAL SERVICE	AGENCY	RESPONSIBILITY
In-home Supportive Services	Riverside County Department of Public Social Services	Provides services to help recipients remain in their home instead of nursing facilities
Adult Day Care	Non-profit program serving Hemet and San Jacinto	Cares for frail and elderly seniors who are recovering from stroke, or dementia related difficulties
Survive Food Bank	Non-profit Organization	Provides surplus food to needy residents and senior over the age of 60.
Hemet Health Center	Riverside County Health Department	Provides a variety health services, primarily for women and children.
Community Pantry	Non-profit Organization	Provides food donated by area organizations to needy families.
Salvation Army	Non-profit Organization	Shelter for the Homeless
Aid to Families with Dependent Children	Riverside County Department of Public Social Services	Provides aid to needy families.
Food Vouchers	Hemet Police Department	Provides food vouchers to homeless families

Source: Riverside County Department of Public Social Services, 1992.

TABLE 6: POVERTY STATUS BY RACE/ETHNICITY - 1989
SAN JACINTO

RACE/ ETHNICITY	PERSONS BELOW POVERTY LEVEL	% TOTAL POVERTY	POPULATION	% OF ETHNIC GROUP	% TOTAL POPULATI(
American Indian/Aleut	57	2.23	300	19.0	1.87
Asian/Pacific Islander	5	.20	198	2.52	1.23
Black	23	.90	187	12.3	1.16
White	1,427	55.95	11,936	11.95	74.67
Other	1,040	40.75	3,364	31.0	21.0
TOTAL	2,552	100.0	15,985	----	
HISPANIC ORIGIN	1,422	51.8	5,389	26.38	33.71

SOURCE: Persons of Hispanic origin are distributed across several racia groups as well as shown separately due to the way the census collected the information. The numbers in the Hispanic categor are not included in the total.

Poverty levels are defined in Tables 4 and 5

Approximately 47% of the female headed households with children live in poverty and 18.2% of all families are below the poverty level. The poverty level for families is based on the number of persons in the family. Table 5 shows the HUD defined poverty levels by family size for Riverside County. There is still a significant amount of agricultural land within and around San Jacinto. Household income is an important factor in determining if there is a difference between the cost of existing housing and the type of housing needed. As was previously discussed (see Income characteristics, Page II-4 of the General Plan Survey Report), a substantial proportion of renters (6.3%) with incomes under $10,000 are spending more than 35% of their income on housing. Generally, these households should not be spending more than 30% of their gross income on housing.

There is also a group of people who are in need that do not belong to a household: the homeless. It is difficult to accurately assess their number in the San Jacinto area, but based on conversations with social service providers, there are very few.

The main providers of shelter for the homeless are churches in San Jacinto and Hemet. They are able to lodge people in motels of one or two nights and provide meals.

ommunity action agency study showing population in poverty by geographical area shows a poverty population in San Jacinto of 745 in 1980. Study also estimated a poverty population of 1,040 in 1985 and 1,321 in 1989.

Local assistance programs have expressed concerns of the homeless problems in the San Jacinto-Hemet area. The Community Pantry assisted 380 people in 1988 of which 92 families were aided. The local Salvation Army assisted 173 individuals for the same period. This data does not give an accurate count of the homeless. Assistance rendered does not always indicate homelessness and it is not certain that all homeless people received assistance.

Any complaints of housing discrimination are referred to the Fair Housing Program of the County of Riverside located at 5555 Arlington Avenue, Riverside CA 92504, tel. 1-800-655-1812.

TABLE 7: POVERTY STATUS BY HOUSEHOLD TYPE - 1990
CITY OF SAN JACINTO

HOUSEHOLD TYPE	BELOW	ABOVE	TOTAL
Elderly head (65+) Families	219 (13.3%)	3,169 (86.7%)	3,388
Children under 6	380 (20.4%)	1,311 (79.6%)	1,691
Children under 6-17	652 (17.6%)	2,118 (82.4%)	2,770
Female head with children	427 (73.6%)	474 (26.4%)	901
Householder with children	245 ---	1,306 ---	1,551
TOTAL	1,923	8,378	10,301

Source: 1990 U.S. Census

Note: Poverty levels are defined in Table 5. Columns do not sum to th
total number of households.

C. Employment

The 1990 Census showed a total labor force living in San jacinto of 5,817 (Table 8). Approximately one third (31.5%) of the population age 16-64 is not in the labor force. Table 9 shows employment by industry for 1970 and 1980 and 1990 and Table 10 shows occupations of those employed in 1990. Most employed people in San Jacinto are employed in technical, sales and administrative support. The number of people working in the service industry increased by almost four percent from 1980 to 1990 and the people working in trade increased over four percent. Table 10 shows occupations of San Jacinto residents in 1990. The mean travel time to work for employed residents of San Jacinto was twenty-two minutes in 1990.

TABLE 8: LABOR FORCE CHARACTERISTICS - 1990
CITY OF SAN JACINTO

CHARACTERISTICS	NUMBER	PERCENT
Population age 16-64	8,496	
Not in labor force	2,679	31.5*
Labor force (civilian)	5,817	68.5*
Employed	5,334	91.7**
Unemployed	483	8.3**

SOURCE: 1990 U.S. CENSUS

* Percent of total population age 16-64
** Percent of total labor force

TABLE 9: EMPLOYMENT BY INDUSTRY 1970 - 1980
CITY OF SAN JACINTO

INDUSTRY	1970		1980		1990	
	#	%	#	%	#	%
Agriculture, mining (1) & construction	82	8.9	706	21.0	910	17.06
Manufacturing	135	14.7	549	16.4	671	12.58
Transportation, utilities & communications	48	5.2	201	6.0	280	5.25
Trade	204	22.2	680	20.3	1,322	24.78
Finance, insurance & real estate	27	3.0	130	3.9	254	4.78
Services	266	28.0	952	28.4	1,710	32.06
Public administration	30	3.3	135	4.0	187	3.51
Other industries	141	15.3	---	---	---	---
TOTAL	918	100.0	3,353	100.0	5,334	100.0

SOURCE: 1970, 1980, 1990 U.S. CENSUS

(1) This category was construction only in 1970. Agricultu and mining were included in the other industries categc

II. Land Inventory (65583, 65583(a)(3))

Page

Summarize in the table below the information on site suitable for residential development within the 5-year planning period of the element. List page(s) where this topic is discussed, including the discussion of availability of services and facilities

H-16 through H-..

zoning/permitted housing type	number of acres	range (units/acre	dwelling unit capacity
low Density	781	3-7	5,467
low-medium Density	482	10-18	8,676
medium Density	126	19-40	5,040
Agricultural	1,723	3	5,169
other	—	—	—
Total	3,112	—	24,352

III. Constraints on Housing (65583(4) and (5)

A. Governmental constraints: List page(s) where these are discussed:

1. Land use controls H-16
2. Building codes and enforcement H-16
3. On and off-site improvements H-16
4. Fees and exactions H-18
5. Processing and permit procedures H-18
6. Other (environmental constraints) H-15

B. Nongovernmental constraints

1. Availability of financing H-16
2. Price of land H-15
3. Cost of construction H-15
4. Other

TABLE 10: OCCUPATION OF EMPLOYED PERSONS - 1990
CITY OF SAN JACINTO

OCCUPATION GROUP	PERSONS	PERCENT
Managerial/Professional	984	18.43
Technical, Sales and Administrative Support	1,385	25.94
Services	958	17.94
Farming, Forestry and Fishing	381	7.13
Precision Production, Craft and Repair	770	14.42
Operators, Fabricators, and Laborers	862	16.14
TOTAL	5,340	100.0

SOURCE: 1990 U.S. CENSUS

TABLE 11: COMMUTING PATTERNS - 1990 SAN JACINTO

PLACE OF WORK	PERSONS	PERCENT
San Jacinto*	----	N/A
Worked in Riverside County	4,410	75.81
Outside Riverside County	774	13.31
Worked outside Riverside County	20	.34
Not Reported	613	10.54
TOTAL	5,817	100.0

SOURCE: 1990 U.S. CENSUS

* not reported separately for San Jacinto

TABLE 12:	TRAVEL TIME TO WORK - 1990 SAN JACINTO
5 minutes	211
5 - 9 minutes	899
10 - 14 minutes	997
15 - 19 minutes	956
20 - 29 minutes	522
30 - 44 minutes	765
45 - 59 minutes	297
60+ minutes	464
Mean Travel Time	22 minutes

SOURCE: 1990 U.S. CENSUS

D. Housing Stock

To determine the extent of housing need in San Jacinto, information must include the type and condition of housing available. Housing need is defined as the difference between the type of housing required by the City's existing and future population and the type of housing currently available. Size, price and condition of existing units are factors that determine the suitability of the existing stock. Table 10 on Page III-5 of the General Plan Survey Report shows changes in the distribution of housing types in the city. Table 11 on page III-6 displays the age distribution of San Jacinto housing units. Both tables show over half of the existing units were built after 1970.

Almost 33 percent of all occupied housing units are renter-occupied (Table 13). The 1990 vacancy rate was approximately 12 percent (Table 14). This is a fairly high vacancy rate taking into account that a vacancy rate of 3-5 percent is considered to be normal.

Affordability of Housing

A prime factor in determining existing housing need is the affordability of housing. One measure of housing affordability is the percentage of a household's gross income which is needed to make monthly shelter payments. A criterion used by the State, Southern California Association of Governments, and the U.S. Department of Housing and Urban Development, to define affordable housing , is that the expense should not exceed 30 percent of gross income on housing.

Low income households often pay a higher percent of their income for housing than do high income households. In addition, renters are commonly among the lowest in household income, tend to pay a larger percentage of their income for shelter than owners. The households that pay more than 30 percent of their income toward a house payment are identified as those that have an existing need for affordable shelter.

The SCAG 1992 Regional Housing Needs Assessment (RHNA) forecasts regional housing needs by income category (Table 13-A). Based on these estimates, 62.6 of San Jacinto households in 1992 (3,747 out of 5,984) were classified as Lower Income Households (LIHH). These households are defined as those with incomes at 80 percent of the County Median income or less. Of those, 37.6 percent (1,410) were overpaying for housing, 30.56 percent (431) of the households overpaying for shelter are in the low income category and 69.36 percent (978) of the households overpaying for shelter are in the very low income group category.

TABLE 13A: HOUSING OVERPAYMENT BY LOW AND VERY LOW INCOME HOUSEHOLDS

	Number	Percentage
Total Households	5,984	
Lower Income Households	3,747	62.6
Overpaying for Shelter	1,410	37.6
Very Low Income	978	69.36
Low	431	30.56
Renter Households		
Overpaying for Shelter	997	16.66
Very Low Income	768	77.03
Low Income	229	22.96

* Housing overpayment is paying more than 30% of income for shelter.

SOURCE: SCAG, Preliminary Regional Housing Needs Assessment June 1992.

TABLE 13B: UNIT TYPE AND TENURE - 1990
CITY OF SAN JACINTO

UNIT	OWNER OCCUPIED	RENTER OCCUPIED	TOTAL
Single Family Detached	2,028 (50.2%)	729 (34.9%)	2,757 (55.5%
Single Family Attached	311 (7.7%)	183 (9.7%)	494 (5.7%
Duplex	11 (0.27%)	173 (6.0%)	184 (2.8%
3 - 4 Units	0 ---	429 (29.6%)	429 (13.1%
5+ Units	0 ---	367 (13.6%)	367 (5.8%
Mobilehomes	1,689 (41.8%)	89 (6.2%)	1,778 (17.1%
TOTAL	4,039 (100.0%)	1,970 (100.0%)	6,009 (100.0

SOURCE: 1990 U.S. CENSUS

The 1990 U.S. Census figure for the total number of housing unit in San Jacinto is 6,832. This refers to the total number of occupied units (6,009), plus the total number of vacant units referred to below. The Department of Finance 1990 figure for th total number of housing units in San Jacinto is 6,837. The estimated vacancy rate is 12.03%.

VACANCY TYPE	1977	PERCENT	1980	PERCENT	1990	PERCENT
Vacant for sale	13	9.9	37	13.5	242	29.4
Vacant for rent	37	28.2	130	47.4	115	13.97
Seasonal home	21	16.0	48	17.5	221	26.85
Other	60	45.8	59	21.5	245	29.77
TOTAL VACANT UNITS	131	100.0	274	100.0	823	100.0

SOURCE: 1980 and 1990 U.S. Census, 1977 Special Census

TABLE 15: HOUSING COST - 1990
SAN JACINTO AND REGION

JURISDICTION	MEDIAN VALUE	MEDIAN RENT
San Jacinto	$ 90,400.00*	$ 385.00
Hemet	$ 89,900.00	$ 350.00
Riverside (City)	$ 68,100.00	$ 300.00
San Bernardino (City)	$ 51,600.00	$ 223.00
Riverside County	$139,100.00	$ 502.00
San Bernardino County	$129,200.00	$ 489.00

SOURCE: S.C.A.G., RHNA June, 1992
* 1990 Census

TABLE 16: HOUSING SALE PRICES 1992
CITY OF SAN JACINTO

HOUSING TYPE	AVERAGE
SINGLE FAMILY HOMES:	
2 Bedroom	$ 75,000.00
3 Bedroom	$118,000.00
4 or more Bedrooms	$160,000.00
MOBILE HOMES ON OWNER LOTS:	
2 to 3 Bedrooms	$ 50,000.00

Current average housing prices in the Hemet-San Jacinto area have been estimated using 1992 averages supplied by the Board of Realtors.

TABLE 17: RENTAL RATES				
NUMBER OF BEDROOMS	1	2	3+	NONE WITH CASH RENT
$ 0 - $199	0	152	33	7
$ 200 - $299	23	104	51	0
$ 300 - $499	33	312	300	84
$ 500 - $749	0	70	431	122
$ 750 - $999	0	0	6	92
$1000 or more	0	0	9	31
NO CASH RENT	0	12	37	34

SOURCE: 1990 U.S. CENSUS

TABLE 17A: THE AFFORDABLE HOUSING PAYMENTS FOR SAN JACINTO BY HOUSEHOLD SIZE WOULD BE AS FOLLOWS:

Household Size	Monthly Income		Affordable (30%) Housing Payment	
	Low	Very Low	Low	Very Low
1	$1,481	$ 940	$ 44	$282
2	$1,690	$1,075	$506	$323
3	$1,899	$1,211	$ 57	$363
4	$2,112	$1,346	$ 63	$404
5	$2,243	$1,455	$673	$436
6	$2,378	$1,559	$713	$468
7	$2,509	$1,668	$753	$500
8	$2,639	$1,777	$792	$533

Summary of Housing Need

The Southern California Association of Governments (SCAG) has estimated that the 2010 population could be high as 107,493 but will most likely be 75,853. The population could increase to as high as 41,443 by the year 2000 according to the same projections, but will most likely be 35,135.

SCAG has also projected a 6% increase in housing in the year 2000 to 12019 units, and 21,524 units by the year 2010. However there could be a higher demand for housing as projected by SCAG with as high as an 8% increase to 14,221 units by 2000 and 30,702 units by 2010.

The condition of housing has an impact on the quality of neighborhoods and affects resale of existing housing units.

Unsound housing units or deteriorated units are defined by the Riverside County Housing Element as units were one or more of the following conditions exist.

1. Lack of Electrical Service.
2. Lack of Plumbing Facilities.
3. Lack of Heating, Cooling, and Insulation.
4. Lack of Kitchen or Bathroom Facilities.

According to the Riverside County Housing Element, 2.6 percent of the occupied units in the unincorporated portion of Regional Statistical Area - 48 were classified as unsound. When that percentage is applied to the 1990 City of San Jacinto total of 6,022 occupied units, 157 units would be classified as unsound. Approximately 60% of these units are in need of repair (e.g., electrical rewiring, replacement of plumbing, reroofing, foundation repair). The remaining substandard units will probably need to be replaced.

According to the 1990 Census there are 1590 households that are paying more than 30% of their gross income on housing and 994 of these households are considered to be Low or Very Low Income households. The groups most in need of housing assistance are the elderly living on fixed incomes and single mothers. Table 18 shows the number of households paying more than 30% of their gross income for shelter by income group.

TABLE 18: HOUSING NEEDS BY HOUSEHOLD 1990
CITY OF SAN JACINTO

HOUSING NEED	TOTAL	VERY LOW	LOW	MODERATE	UPPER
Overpaying Mortgage	569	74	151	335	9
Renter	1021	372	397	132	0
TOTAL	1590	446	548	467	9
Substandard	157				
Repair	95				
Replace	62				

SOURCE: 1990 CENSUS

TABLE 19A: VACANT UNITS BY TENURE - SURPLUS OR DEFICIT, 1990
CITY OF SAN JACINTO

VACANT UNITS		
RENT	SALE	TOTAL
115	242	357
EFFECTIVE VACANCY RATE		
RENT	SALE	TOTAL
5.50	5.64	5.60
OPTIMAL VACANT UNITS*		
RENT	SALE	TOTAL
105	86	190
EFFECTIVE - OPTIMAL UNITS		
RENT	SALE	TOTAL
10	156	167
SURPLUS (+) OR DEFICITY (-)		
RENT	SALE	TOTAL
+	+	+

*Optimal vacancy rate is defined as the combination of homeowner vacancy rate of 2%, and rental vacancy rate of 5%.

SOURCE: REGIONAL HOUSING NEEDS ASSESSMENT
JUNE, 1992

TABLE 19B: PROJECTED HOUSING NEEDS BY HOUSEHOLD - 1990
CITY OF SAN JACINTO

HOUSING NEED	TOTAL	VERY LOW	LOW	MODERATE	UPPER
Total *	1410	978	431	---	---
Renters	997	768	229	---	---
Estimated Growth 1993 - 1998	3000	300	500	2000	200

SOURCE: SCAG - Preliminary Projections

* Figures from the 1992 SCAG Regional Housing Needs Assessment.

The City's projections for availability of housing are based upon figures reflecting development over the last five years (Table 20). Although projected housing development in the very low income and low income category appear low compared to SCAG's projected needs, people moving up the housing ladder would create availability of housing for lower income categories. The price of new homes increases while the average home price has risen at a slower rate, indicating the existing stock of homes may be more affordable (Table 21).

TABLE 19C

QUANTIFIED OBJECTIVE

Income Level	New Construction	Rehab	Conservation
Very Low-Income	0	30	0
Low-Income	20	5	0
Moderate-Income	170	0	0
Above Moderate	30	0	0

TABLE 20: NUMBER OF DWELLING UNITS 1988 - 1993
CITY OF SAN JACINTO

	FY 1988-89	FY 1989-90	FY 1990-91	FY 1991-92	FY 1992-93
SINGLE FAMILY ATTACHED	0	0	22	20	0
SINGLE FAMILY DETACHED	344	287	409	375	129
DUPLEX	10	2	0	0	1
3 - 4 PLEX	10	2	0	0	0
OVER 5 UNITS	0	0	51	56	0
MOBILEHOMES	51	46	16	8	16
TOTAL	405	335	498	459	146

SOURCE: CITY COMMUNITY DEVELOPMENT AND BUILDING DEPARTMENTS

TABLE 21: RESIDENTIAL UNITS 1987 - 1990
CITY OF SAN JACINTO

	1987	1988	1989	1990
SINGLE FAMILY	3,970	4,612	4,866	4,923*
MULTI-FAMILY	1,061	1,146	1,158	1,171*
AVERAGE VALUE OF SINGLE FAMILY HOMES	60,000	70,000	85,000	90,400
VACANCY RATE	9.02*	9.33	9.40**	6.64*
MEDIAN INCOME*** (CITY & BOUNDARY AREAS)	N/A	22,129	23,679	28,750*
MEDIAN INCOME (CITY ONLY)	27,319	28,129	29,650	32,850*

Source: City of San Jacinto Community Development Department and 1990 Census

* California Department of Finance .
** Independent Housing Survey
*** Donnely Market Profile Analysis

F. Constraints

There are a number of constraints to further residential development in San Jacinto. These constraints do not preclude future development, but such development must be considered in light of these constraints.

Water (both local and imported) is very expensive in the San Jacinto area.

As development increases, flood related property damage will increase. Floods come from overflow of the San jacinto River and runoff generated by a combination of topography and increased development. Because of the need for structures that can withstand runoff and mudslide hazards, residential development in the hillside areas will be more expensive. In addition, the San jacinto planning area has been classified as a zone VI (the highest classification) in terms of earthquake hazards.

A more detailed discussion of these natural constraints is contained in Section IV of the General Plan Survey Report.

Other constraints exist also. There are a number of mobile home developments in the San Jacinto Planning Area. The lots being sold in these developments are very small (40'x60'). Such small lots each with a different owner could present a problem in the future if the land use changes. Finally, there are developments that are scattered throughout the Planning area. This scattering of residential development can make it difficult (and costly) to provide them with services.

Market constraints must also be considered. As shown in Table 19, the principal components of new housing cost are labor, materials and land. This table shows the average percentage contribution of each cost factor to the overall cost of constructing a single family home in the Southern California region over the last 10 years. The costs of housing construction have risen greatly in California between 1970 and 1980 slowing the rate of new construction, particularly for single family homes. In recent years, costs have level off somewhat but they can vary greatly depending on the cost of land and the type of housing that is built. For example, land costs in San Jacinto are an average of $22,000 for a 6,000 square foot single family lot. Single family housing is usually more expensive to build than multiple family housing. Amenities such as swimming pools and open space can add to the cost of single or multiple family dwellings.

TABLE 22:	COST OF RESIDENTIAL DEVELOPMENT CITY OF SAN JACINTO, 1993
SINGLE FAMILY HOMES	
Land	$20,000 - $30,000 acre
Construction Cost	$ 35.00 per square foot
MULTI-FAMILY	
Land	$75,000 acre
Construction Cost	$ 35.00 per square foot

Source: Hemet News
City of San Jacinto Community Development Department

Another significant cost factor is financing. In recent years, both developers and potential home buyers have had difficulties obtaining financing. Despite the recent drop in interest rates, an overall trend toward increasing interest rates is indicated.

One way to provide affordable housing without the costs of new construction is to preserve the existing housing stock in good repair. The city plans to have rehabilitation programs for renter and owner occupied housing. In addition, the City proposes to conduct occupancy inspections upon sale of each dwelling unit.

GOVERNMENTAL CONSTRAINTS

Local governments affect the supply, distribution, and cost of housing through land use controls, building codes, development permits and processing fees. Compliance with the State-mandated requirements, such as environmental impact assessment procedures, also influence the cost and nature of residential development. In addition, fees and special assessment contribute to government's impact on housing. This section discusses how each of these factors relates to the City's ability to respond to its housing needs.

While the issues and policies related to housing are addressed primarily in the Housing Element, policies contained in all of the other elements significantly affect the character and production of housing in San Jacinto.

TABLE 23: RESIDENTIAL DEVELOPMENT POTENTIAL
CITY OF SAN JACINTO

LAND USE	Development Potential (at buildout) ACRES	UNITS	MINIMUM POPULATION	UNITS	MAXIMUM POPULATION
Rural Density (0 - 3 DU/AC)	2,757	0	0	8,271	23,663
Low Density (3.1-6 DU/AC)	5,740	17,794	50,909	34,440	98,533
Medium Density (6.1-15 DU/AC)	2,269	13,841	39,599	34,035	97,374
High Density (12.1-25 DU/AC)	344	4,162	11,907	8,600	24,604
TOTAL	11,110	35,797	102,415	85,346	244,174

SOURCE: Land Use Plan Summary, EIR ANNEXATION No. 66 (1992)

NOTE: Population figures assume an average household size of 2.861 (CA Dept. of Finance, Demographic Research Unit, 1/1/93)

TABLE 24: RESIDENTIAL DEVELOPMENT POTENTIAL
SAN JACINTO SPHERE OF INFLUENCE

LAND USE	ACRES	UNITS	MINIMUM POPULATION	UNITS	MAXIMUM POPULATION
Rural Density (0 - 3 DU/AC)	6,581	0	0	19,743	56,485
Low Density (3.1-6 DU/AC)	3,712	11,507	32,922	22,272	63,717
Medium Density (6.1-15 DU/AC)	1,160	7,076	20,244	17,400	49,781
High Density (12.1-25 DU/AC)	238	2,819	8,065	5,825	16,665
TOTAL	11,686	21,402	61,231	65,240	186,648

SOURCE: Land Use Plan Summary, EIR ANNEXATION No. 66 (1992)

NOTE: Population figures assume an average household size of 2.861 (CA Dept. of Finance, Demographic Research Unit, 1/1/93)

TABLE 25: MAXIMUM ADDITIONAL RESIDENTIAL DEVELOPMENT CAPACITY
CITY OF SAN JACINTO

ZONE	LAND		DEVELOPMENT
	Acres	Capacity	Expected 2010
Low Density Single Family (3.1-6 DU/AC)	5,740	98,533	78,826
Medium Density (6.1-15 DU/AC)	2,269	97,374	77,899
High Density (12.1-25 DU/AC)	344	24,604	19,683
Agricultural Zones (0-3 DU/AC)	2,757	23,663	18,930
TOTAL	11,110	244,174	195,339

SOURCE: Hemet-San Jacinto Area General Plan
City of San Jacinto

NOTE: The residential development capacity of vacant land was estimated using average zoned density of the City. Expected development in 1990 was based on population growth estimates and an assumed average household of 2.861.

Land Use

The Housing Element is most affected by development policies contained in the Land Use Element, which establishes the location, type, intensity, and distribution of land uses throughout the City. In designating the total acreage and density of residential development, the Land Use Element places an upper limit on the number and types of housing designated for industrial, commercial and office professional use creates employment and services opportunities, and the presence of these jobs and available services affects the demand for housing in the City. On-going evaluation of the impacts associated with various land use types and proposed developments may warrant a reconsideration of the distribution of land uses throughout the City and its environs.

There is adequate land in San Jacinto for residential use. Table 20 shows the minimum and maximum development potential land within the current City limits. Table 21 shows the same residential development potential for the sphere of influence. At maximum buildout, the City has a capacity for a total of 85,346 dwelling units. In the sphere of influence, the maximum buildout potential is 65,240 dwelling units. Table 22 shows the development capacity of residentially zoned vacant land in the City, as well as estimates of expected development in 1990. These table demonstrate that there are enough sites available to meet new construction needs.

Local Building Codes

San Jacinto has adopted the Uniform Building Code, which establishes minimum construction standards for residential development as well as commercial and industrial development. Although San Jacinto has imposed a few more stringent standards than the UBC, these standards are not found to be unreasonable, and in fact act enforced to enhance the safety of structures in this City. It is in our opinion that reducing building code standards would not significantly reduce building costs so as increase the amount of residential development in the area.

Required Off-Site and On-Site Improvements

Developers of single family residential tracts in the City are required to install arterial and local streets, curbs, gutters, sidewalks, sewers, street lighting, and trees in the public right-of-way within and adjacent to a tract. These facilities are, in most cases, dedicated to the City, which is responsible for maintenance.

While there are no required on-site improvements for lots created by a typical single-family subdivision, some on-site improvements are required for planned residential developments and apartments. For example, private streets and landscaping within a planned development must meet standards set forth in various City codes. All off-site improvement mentioned above are also required for planned developments. Apartment developers are subject to minimum on-site open space and parking requirements as well as off-site improvements.

Permits

As specific projects are initiated, detailed approvals are required which take the form of permits and inspections. The skyrocketing costs of housing is often blamed in part on governmental delays and bureaucratic red tape. Unquestionably, stringent development regulations, in many cases have increased processing time and thus added to housing costs. One potential way to reduce housing costs is to reduce the time necessary for processing of permits. San Jacinto's processing times for development applications range from approximately 30 days to 140 days (if a general plan amendment or zone change is required). To help shorten the processing time, the City proposes to encourage developers to set up pre-application conferences with City staff. The adoption of the Specific Plan concept (see Land Use Element) will also help to speed the processing of large-scale developments. Reduction in processing time for development applications can result in reduced costs to developers.

The City's permit processing procedures include an environmental impact assessment and subsequent review of an environmental impact report if significant impacts are found to exist. This portion of the processing procedure is mandated by State law under the California Environmental Quality Act.

Fees

Fees are collected by the city to defray the costs of permit processing, inspections, environmental impact determinations, and to contribute to the delivery of services such as water, sewers, storm drains, and parks and recreational facilities. These fees are assessed on the basis of number of dwelling units, acres of development or building square footage. As land use densities increase the proportions of the cost borne by each unit decreases for those fees which are charged on a "per acre" basis. Although these fees can add to the cost of new housing, they are necessary. The City of San Jacinto derives its building permit fees from fees established by ICBO based on building valuation data established by ICBO. Filing Fees and Development Fees are listed in Appendix A of the Housing Element.

Taxes and Insurance

Since the passage of Proposition 13, the amount and range of property taxes and property tax increases have been uniformly regulated throughout the State. Currently, the City of San Jacinto has no special taxes. Thus taxes paid and City revenue generated from the sale of a new home in the City is equal to a similar priced home in the County.

The City does have lighting and landscaping assessment districts. The district is known as a benefit assessment district designed for a specific purpose. The purpose of the lighting district is to construct and/or illuminate street lights within the City. The landscaping portion of the district is only applied to large developments that have right-of-way landscaping. The costs of the landscaping depends upon the type of landscaping and its maintenance needs.

Although both costs referred to above are listed on a homeowner's tax bill and must be paid along with property taxes, they are not a tax. The revenue collected pays for the actual cost of the service provided.

G. Policies And Programs

The housing programs for the City of San Jacinto address the following policies:

1) The attainment of decent housing within a satisfying living environment for households of all socio-economic, racial, age and ethnic groups in San Jacinto.

2) The provision of a variety of housing opportunities by type, tenure, and cost to households throughout the City.

3) The development of a balanced residential environment with access to employment opportunities, community facilities, and adequate services.

The following is a description of past housing programs proposed by the City designed to respond to the above policies. Table 23 provides a summary of these programs.

Density Bonus Program

The City of San Jacinto Zoning Ordinance No. 340 Section 708 allows for a density bonus in the R-3 Zone (Multiple Family Zone) as follows:

ARTICLE 6

STANDARDS FOR MULTI-FAMILY HOUSING

1. PERFORMANCE STANDARDS FOR MULTI-FAMILY DEVELOPMENT

   A. The site for which a multi-family development is proposed shall contain the appropriate urban services to accommodate the development. The following minimum services/standards shall be necessary in order for the development of multi-family housing:

      1. The subject site must be located within the ideal response time for all City operated public safety services.

      2. Public infrastructure (streets, water, sewer) in the immediate vicinity of the site shall be substantially in place.

   B. The base density allowed is 14.5 units per acre (one unit per 3000 square feet of lot area).

   C. This base density shall be increased or decreased in accordance with the following schedule:

      1. A 10% decrease in density shall be made when bordering street pavement from curb to curb is less than 44 feet.

      2. A 15% decrease in density shall be made when on a corner lot, both streets have curb to curb width of less than 44 feet.

      3. A 10% decrease in density shall be made when less than 50% of the lots within a 300' radius of the boundaries of the site are developed with single family dwellings.

      4. A 25% decrease in density shall be made when 50% or more of the lots within a 300' radius of the site are developed with single family dwellings.

      5. A 25% density increase shall be given if the multifamily development is within a redevelopment project area.

      6. A 25% density increase shall be given if 50% or more of the dwelling units are

2. DWELLING UNIT SIZE

A. Minimum Residential Living Area shall be as follows:

Multiple-family dwelling

Efficiency unit (Combined living room/ bedroom)	550 sq. ft.
One bedroom	750 sq. ft.
Two bedroom	900 sq. ft.
Three bedroom	1000 sq. ft.

B. The maximum number of dwelling units per floor shall be eight (8).

3. PERCENTAGE OF APARTMENT TYPES ALLOWED

A. Studio or efficiency units
   1. Maximum 10% of the total units.

   2. One bedroom units
      a. Maximum 10% or maximum 20% if no studio or efficiency apartments are proposed.

   3. Two or more bedrooms
      a. Minimum 80%

4. PARKING REQUIREMENTS

A. Parking shall be in accordance with Article 15 of Ordinance 340.

B. Not withstanding Article 15 of this ordinance, if an all subterranium parking facility is provided, no enclosed parking spaces are required. However, the 80 cubic feet of exterior storage shall be provided.

5. OPEN SPACE REQUIREMENTS

A. A minimum of 10% of the net lot area (in one concentrated area) exclusive of the required front yard shall be landscaped open space to be used for common open space/passive recreation. Active recreation facilities may encroach into up to 50% of the common open space/passive recreation area. The rear and side yard set backs may be used as part of the landscaped open space computation.

B. A minimum of 100 square feet of private open space shall be provided for each unit with one or fewer bedrooms; a minimum of 150 square feet of private open space shall be provided for each unit with two or more bedrooms. The minimum dimension for private open space areas shall be no less than 8 feet. Private open space shall not encroach into any required yard area.

6. DISTANCE BETWEEN BUILDINGS

A. Buildings used for habitation - fifteen (15) feet, if both are single story.

B. Building used for habitation - twenty (20) feet, if one is single story and one is two story or both are two story.

C. Buildings used for habitation - forty (40) feet, if one is three story.

D. If one building is an accessory structure:
   1. Ten (10) feet next to a habitable single story.
   2. Fifteen (15) feet next to a habitable two story.
   3. Thirty (30) feet next to a habitable three story.

Second Unit Ordinance

The City of San Jacinto Zoning Ordinance No. 340 section 4.03(g) allows for second units in the A Zone (Light Agricultural Zone) and R-1 Zone (Single Family Zone) with a Conditional Use Permit and in the RAAB (Residential Agriculture with Accessory Business Zone) with staff approval as follows:

STANDARDS FOR SECOND DWELLING UNITS

A. Second Dwelling Units shall be permitted in accordance with the conditions listed below:

1. The existing single family units shall have a two-car garage.

2. The existing unit shall be connected to the sewer.

3. The existing unit shall meet all the requirements of the underlying zone classification as specified in the Zoning Ordinance.

4. The new unit shall meet all the requirements of the underlying zone classification as specified in the Zoning Ordinance, excepting therefrom the following:

   a. A one-car carport shall be provided for the second unit.

   b. The maximum lot coverage shall not exceed 50 percent.

5. The floor area of the second dwelling shall not exceed 30 percent of the area of the principal dwelling but in no case less than 300 square feet or more than 1200 square feet.

6. The new unit is not eligible to be sold as a separate unit.

7. All new construction shall comply with the last adopted building code.

8. Fire flows to the lot shall be a minimum of 1,500 gpm.

For the purpose of this section a living area is defined as the interior habitable area of the dwelling unit excluding garage and accessory structures.

For the purpose of this section a second unit shall be considered a dwelling unit which provides complete independent living facilities for one or more persons. It shall include permanent provision for living, sleeping, cooking, eating and sanitation.

mall lots

The City of San Jacinto Zoning Ordinance No. 340 section 4.04 allows for small lot developments and subdivisions in the urban core of the City. In order to process a small lot development, certain performance standards must be adhered to. Those standards are indicated below.

1. PERFORMANCE STANDARDS FOR SMALL LOT DEVELOPMENT IN THE ALESSANDRO, HERITAGE AND RAMONA NEIGHBORHOODS

   A. The site for which a small lot development is proposed shall contain the appropriate urban services to accommodate the development. The following minimum services/standards shall be necessary in order for submission of an application of a Development Plan for small lot development:

      1. The subject site must be located within the ideal response time for all City operated public safety services.

      2. Public infrastructure (streets, water, sewer) in the immediate vicinity of the site shall be substantially in place.

City-Wide Housing Survey

The City will conduct a survey of rental housing available to the following special needs groups: low and very low income households, senior citizens, handicapped and families with children. After identifying available units, the City will compile a handout listing the units. The Department of Community Development will conduct the survey and compile the list. The list will be updated on a yearly basis. This program is an on-going City project.

Housing Units for the Handicapped

This program requires developers of new multiple family units to construct a percentage of units for handicapped persons. The Department of Community Development would negotiate with the developer to determine the appropriate proportion of units for the handicapped. The state handicap accessibility regulations requires that all accessible rental developments with 5 or more housing units be adaptable for the handicapped person. This program is an on-going City project.

Rental Housing Vacancy Surveys

The City will conduct a yearly rental housing vacancy rate survey. This will assist the City in planning the ...e, location and cost needs of future development. A study was conducted in September 1987 and again ...n September 1989. The City anticipates preparation of an additional study during the 93-94 fiscal year.

At Risk Low Income Housing

The City of San Jacinto has no assisted multifamily housing units at risk of conversion to non-low-income housing uses within ten years of the statutory mandated housing elements (July 1, 1989)due to termination of subsidy contracts, mortgage prepayment, or expiration of use restrictions.

Home Program

Home was created by the National Affordable Housing Act of 1990 (NAHA). Home is a federally funded, large scale grant program for housing intended to expand and supply decent, safe, sanitary and affordable housing, primarily rental housing. Home is also intended to strengthen the abilities of state and local governments to provide housing.

The HOME program is administered by the County of Riverside Economic Development Agency in conjunction with the Comprehensive Housing Affordability Strategy (CHAS). HOME funds are made available to local agencies on an annual basis. The City will apply for HOME funds annually.

List ones that we do have identify + not at risk section 8 certifi... Vouche...

CDBG Housing Loan Fund

The City of San Jacinto participates in a program administrated by the Riverside County Economic Development Agency, this program provides low interest loans to developers to build sale housing. The Economic Development Agency then provides mortgage bonds so that low and moderate income families can purchase the loans. These funds can also be used by developers to build rental housing. This program is on-going, and the City has the ability to request these funds for individual projects.

CDBG Senior Repair Program

Grants for minor repairs are given to senior homeowners to eliminate substandard living conditions essential to health and safety. Eligibility is determined by income. This program is an on-going City project.

Historic Buildings

The City will apply to the State for funds to rehabilitate historic structures identified through the County Historical Society survey. A Historical Preservation Ordinance is planned for implementation in by the end of the 1993 calendar year.

Energy Conservation for New Construction

The State of California requires that all new residential construction be energy efficient. This program is an on-going City project.

Retrofit Energy Conservation

The City will develop energy conservation standards for existing residential units and will provide financing for installation according to the standards. These standards include but are not limited to:

1. Solar space and water heating;
2. Increased insulation of structures;
3. Weather stripping and caulking around windows and doors; and
4. Glazing.

In addition to the above programs, the City proposes to:

- Work with State and Federal legislative representatives and urge that regulations controlling the construction of housing for persons in need of housing assistance and subsidy programs be eased.

- Provide consultation to aid private developers in expanding housing opportunities by encouraging pre-application conferences to inform them of housing needs and what types of developments are available to meet these needs.

- Continue to enforce development standards through the implementation of the PUD zone, Specific Plan Zone, etc. to provide a variety of housing in terms of type and costs throughout the City and sphere of influence.

- Conduct occupancy inspections when each and every dwelling unit is sold to ascertain compliance with the Health and Safety Code of The State of California. This should result in the elimination of substandard housing.

- Encourage the development of a capital improvement program to provide for the orderly development of facilities and services in all areas of the City.

Redevelopment:

The fact San Jacinto has a redevelopment plan means that some revenues and percentage of new and rehabilitated housing be available for low-moderate income households. Specifically, redevelopment law requires that 20% of gross tax-increment revenues be set aside to benefit low and moderate-income housing located inside or outside the project area. This program is on-going within the redevelopment project areas.

Redevelopment law also requires that ceratin percentages of housing (new or rehabilitated) be available for families of low or moderate-income. Section 33413 (b)(1) states:

> "At least 30 percent of all new or rehabilitated dwelling units developed within the project area by an agency shall be available at affordable housing costs to persons and families of low or moderate income. Of such 30 percent, not less than 50% thereof shall be available at affordable housing cost to, and occupied by, very low-income households.
>
> At least 15 percent of all new or rehabilitated dwelling units developed within the project area by public or private entities or persons other than the agency shall be available at affordable housing cost to persons and families of low or moderate-income. Of such 15 percent, not less than 40 percent thereof shall be available at affordable housing cost to very low income households.
>
> The requirements of this subdivision shall apply in the aggregate to housing in the project area and not to each individual case of rehabilitation, development, or construction of dwelling units."

The San Jacinto Redevelopment Agency has started actual housing implementation activities. These activities are designed to focus on five major areas of effort over the next two fiscal years.

These areas are:

1. Capital Improvements for Residential Neighborhoods
2. Residential Unit and Land Acquisition
3. New Residential Construction
4. Residential Rehabilitation Loan / Grant Programs
5. Developer Assistance

For a housing program to be successful, a focused approach that addresses all the concerns of specific neighborhoods must be utilized. In San Jacinto, the emphasis has been placed on creating an approach that selects specific demonstration neighborhoods and provides all of the resources necessary to encourage positive change. These resources induce improvements to neighborhood public infrastructure, rehabilitation of existing dwelling units, construction of new residential units, and financial assistance to encourage home ownership.

The following is a description of each of the activity areas:

1. Capital Improvements For Demonstration Neighborhoods

The first component of the low and moderate income housing activities is the construction of necessary public improvements. Many of the older neighborhoods in San Jacinto either lack basic public infrastructure improvements or have improvements that are in serious disrepair. This component provides funds for the new construction, replacement of deteriorating,and/or repair of neighborhood public infrastructure. The Agency will be providing financing for sidewalks, curbs and gutter, constructing storm drain improvements, providing landscaping and park facilities upgrading water and sewer systems, and improving street lighting.

1. Brown/2nd Street Public Improvements

The first neighborhood selected for redevelopment activities has been the Brown/2nd Street area. This is a two block residential street with 24 residential units. Half of the units are owner occupied. The units are predominantly single family. However, there are several duplexes and one triplex rental unit in the neighborhood. There are also two large vacant lots suitable for new residential construction.

The neighborhood only has sidewalks at the entrances to the streets. The streets require repaving, and there is no drainage outlet for storm run-off. Based on a windshield survey, this area was the most in need of public improvements within the Heritage Neighborhood.

The Agency is currently preparing plans to install curbs, gutters, and sidewalks, resurface streets and provide storm drain runoff. there may also be a requirement for the placement of additional street lighting. Additionally, a new cul-de-sac will be constructed into the larger vacant Parcel to facilitate new residential construction.

The Agency is exploring joint park development issues with the San Jacinto Unified School District. The San Jacinto Elementary School Playground is immediately adjacent to the intersection of 2nd Street and could become a valuable park resource for the neighborhood. New fencing and gates, expanded hard surfaces for the playground, benches and tables, and additional landscaping are all possible improvements that could be under taken with the school district.

Estimated Cost $225,000

2. Additional Demonstration Neighborhoods for Public Improvements

The Agency will seek to identify additional neighborhoods in the downtown core area, similar to Brown/2nd Street for the future demonstration projects. Criteria for determining additional neighborhoods will include, availability of vacant lots, owners interest in participating with agency, level of public investment required, location within the project area, and opportunities for housing rehabilitation. The Agency has budgeted funds to allow for the public improvement portion for other demonstration neighborhoods.

Estimated Cost $250,000

B. Residential Unit/Land Acquisition

The second component of the strategy will be acquisition of vacant properties and existing residential structures that can benefit from Agency assistance. With the acquisition of vacant properties, the Agency will determine potential uses for the property. Once the potential use is determined the Agency will proceed with development utilizing two approaches.

The first approach will be direct Agency construction and sale. In this instance the Agency would design and build housing units for subsequent sale to home buyers. This approach will be used when the Agency is seeking to deliver units at below market prices to qualify low and very-low households for home ownership. the Agency would use equity sharing, silent second trust deeds, and other methods to recapture our investment.

The second approach will be for the Agency to make the land available for development to local home builders and/or qualified non-profit housing development corporations, through a request for proposal process. The Agency would act as a partner in the undertaking and would recapture its investment from the future sale of the homes. These units would typically be targeted to moderate income households.

The two lots that are being acquired in the Brown/2nd Street Demonstration Neighborhood are an example of these two approaches. The smaller lot will have four homes constructed by the Agency for sale to low and very-low income households. The larger lot will be developed by a local home builder and will result in the construction of eight homes for sale to moderate income households.

This component will also be used for the purchase of existing residential units that are in need of redevelopment assistance. Examples of this would be the 15 units at Shaver and Jordan for conversion into ownership units, or the buying of unfinished and/or damaged homes for completion/renovation and sale to qualifying households.

1. Land Acquisition - Brown/2nd Street Demonstration Neighborhood

On Brown Street, two lots have been identified suitable for development of new housing. The smaller lot is 20,000 square feet and can accommodate four detached single family homes. The larger lot is 1.75 acres and will allow for eight detached single family homes on a cul-de-sac. The smaller lot has been acquired, and the larger lot is in escrow and should be under Agency ownership by the middle of September.

2. Land Acquisition - Additional Parcels

The Agency has sent letters of interest to other landowners in the downtown, seeking to purchase vacant lots. The estimated cost reflects additional land purchases. Given Agency land costs to date, this amount will provide vacant parcels suitable for the construction of an additional 15 to 25 units. These acquisitions would be focused in future demonstration neighborhoods.

Estimated Cost: $150,000.

3. Acquisition of Residential Units

There are several unfinished homes, and seriously deteriorated residential units in various parts of the City that would be suitable for the Agency to acquire, renovate, and resell to qualified buyers. These units are both single and multi-family. On more expensive properties, the Agency might leverage these dollars by requiring the seller to carry back financing.

Estimated Cost: $150,000.

C. Residential Unit Construction

The Agency will be constructing a limited number of units for resale to very-low and low income households. This activity is tied to the land acquisition program. The bulk of the Agency funding for new construction will be for land acquisition and the necessary pre-development work to get a project ready for construction. The actual construction financing would be done with private lenders who are participating with the Agency to satisfy Community Reinvest Act requirements, or with direct Agency dollars. In some cases the Agency and private financing would be combined to leverage Agency funds and reduce the total financing cost.

The projects would be either Agency owned with a contractor building the project, and the Agency then selling to a qualified low and very-low income households or, built by a home builder using private funding with the Agency committing land and offsite improvements to the project. The Agency would also seek to have fee deferrals on all Agency sponsored projects, with the fees due upon the close of escrow for the sale of the unit.

Estimated Cost: $665,000.

C. Residential Loan/Grant Programs

A critical part of the housing effort will be the assistance to existing home owners and owners of rental units in rehabilitating their properties, and in helping first time home buyers through a 2nd trust deed process. The programs discussed below, will provide these opportunities. The focus will be in demonstration neighborhoods.

1. Owner-occupied Rehabilitation Loans

As the Agency proceeds to focus on demonstration neighborhoods, there will be a need to encourage existing residents to rehabilitate their homes. This encouragement will be through the provision of deferred, no-interest, and low-interest loans to qualified individuals. These loans would be a maximum of $5,000 under the following criteria:

. Deferred Loans - Principal amount due upon sale of the home, refinancing of the home, or transfer of title. Provided to very low income households.

. No interest loans - Principal amount due in monthly installments over 10 years, with no interest. Provided to low income families. Loan is immediately due under the conditions for deferred loans.

. Low Interest Loans - Principal amount, plus three percent interest fully amortized loans, paid over 10 years. Provided to moderate income families. Loan is immediately due under the conditions for deferred loans.

The loans could be used for removal of code violations, roof repair and replacement, landscaping and yard improvements, improving handicapped accessibility, and the renovation of a home,s exterior.

The loans would be tied to a grant program with a maximum amount of $500 for use by individuals that do not want a loan, but can make minor repairs to their home with the smaller amount. The maximum dollars that any single residential unit can use would be the $500 grant and a $4,500 loan. There would be a 300 processing charge on all loans, thus making $4700 the total dollars available for actual improvements. This budgeted amount provides a minimum of 40 loans/grants for rehabilitation of housing units.

In the event that there are not sufficient participants in demonstration neighborhoods, then the loan program would be offered throughout The Heritage Neighborhood.

Estimated Cost: $120,000.

2. Rental Rehabilitation Loans

The Agency would also offer assistance to rental units ~~within~~ demonstration neighborhoods. This would be a low-interest loan, and the rental unit owner would be required to keep their rents within very low and low income rental guidelines as published by the Housing and Community Development Department of the State of California.

This program would also be limited to a maximum of $5,000 per unit,and the rental unit owner can also access the $500 grant for minor home repairs. In total this program will provide a minimum of 20 loan/grants.

Estimated Cost: 50,000.

3. First-time Home Buyer 2nd Trust Deeds

Often home owners require assistance in obtaining a sufficient down payment to qualify for a home. This program would provide a part of the down payment required for target families to qualify for home ownership. This loan program would be managed through a local lending institution(s). These loans would be structured to share equity upon the resale and/or refinancing of the home by the owner. The maximum amount of an agency 2nd trust deed would be $7,500. The estimated cost would be enough to provide resources to assist a minimum of 25 homes over a two year period. Residential units that are being constructed by the Agency or are part of a joint activity between the Agency and a home builder would have first between the Agency and a home builder would have first priority to these 2nd trust deeds. Monies not committed to these priority loans will be available city-wide.

Estimated Cost: $187,000.

Developer Assistance

There are several small development projects within the City of San Jacinto that could benefit from redevelopment participation to get the project under construction. This activity would provide resources for the Agency to joint venture with developers. Because the Agency is the prime mover in this effort, these joint ventures would be structured for the Agency to recapture its investment, and receive profit that can be reinvested in other projects. Developers receiving assistance on projects outside the Heritage Neighborhood would be required to invest in-fill projects within the downtown.

These funds would help small builders contemplating construction of in-fill housing projects in the downtown. The Agency would provide dollars, for off-site improvements and fee reductions to make the units more affordable. The builder would be required to pass the cost savings on to the home buyer.

Estimated Cost: $225,000.

REVENUES

There are seven sources of revenue that will be utilized during the ~~two~~ year period discussed in this report to carry out low and moderate income housing activities. These seven sources of revenue will provide over 3.5 million for the low and moderate income housing program in San Jacinto.

The major component of the revenue stream for housing activities are the funds generated from the completed sale of tax-exempt bonds. The Agency, through debt service from annual tax-increment proceeds, has sold tax-exempt bonds and realized net proceeds of approximately$1.0 million for housing purposes. these funds do have restrictions due to federal tax laws, and this money will be primarily targeted for public infrastructure improvements, and land acquisition/construction activities where significant subsidies will be made to assist low and very-low income households to qualify for home ownership.

The second major source of revenues is the fund balance that has accumulated in the Low and Moderate Income Housing Redevelopment Fund. There is approximately $682,876 currently available in this fund for 1993-94. In 1994-95, the fund balance will be the unexpended revenue from the 93-94 being brought forward into the new fiscal year, hence, this will not be additional revenue.

The housing fund will continue to receive 20% of the tax increment generated within the two project areas. this strategy assumes that this increment value will increase by 3% per year.

Because there is a significant amount of money setting in accounts, there will be some interest earnings. However, these earnings will decrease as the program begins to spend money and the accounts are reduced.

While the Agency's construction activities will be fairly limited, there will be projects where the Agency will act as the developer. The city's focus will be on housing targeted to very-low income households where there is no profit margin and the need for significant subsidies exists. The local banks are very interested in participating with the city to provide financing for construction projects involving new housing, this will also help the Agency to establish on-going financing relationships with the banks and allow the banks to satisfy their Community Reinvestment Act requirements.

The Agency has also applied for a HOME Grant through the County's Economic Development Agency, and will continue to seek out grant funds as programs become available. The Grants Category assumes that the Agency will be successful in accessing grant funding for housing activities.

Finally, as homes are built and sold, the Agency will be able to recapture a certain portion of its previous expenditures. Additionally, rehabilitation loans will be repaid as homes are sold or refinanced, and this money will also be recaptured for future use by the Agency.

These sources of revenue, and the estimated amounts are shown below:

REVENUE	1993-94	1994-95
FUND BALANCE CARRYOVER	$ 682,876	$ 460,632
BOND PROCEEDS	$1,000,000	0
TAX INCREMENT	$ 298,300	$ 305,000
INTEREST EARNINGS	$ 65,000	$ 30,000
CONSTRUCTION LOAN PROCEEDS	$ 250,000	$ 300,000
GRANTS	$ 90,000	$ 100,000
RECAPTURE FROM HOME SALES/LOANS	$ 0	$ 175,000
TOTALS	$2,386,176	$1,370,632

Future Housing Redevelopment

The City has developed a two year Housing Redevelopment Plan in an attempt to stimulate building and to maintain a more focused budget. Prior to the completion of the 1993-1994 Housing Redevelopment Plan the City will have continued with its commitment to provide affordable housing by adopting a plan to continue with additional similar projects.

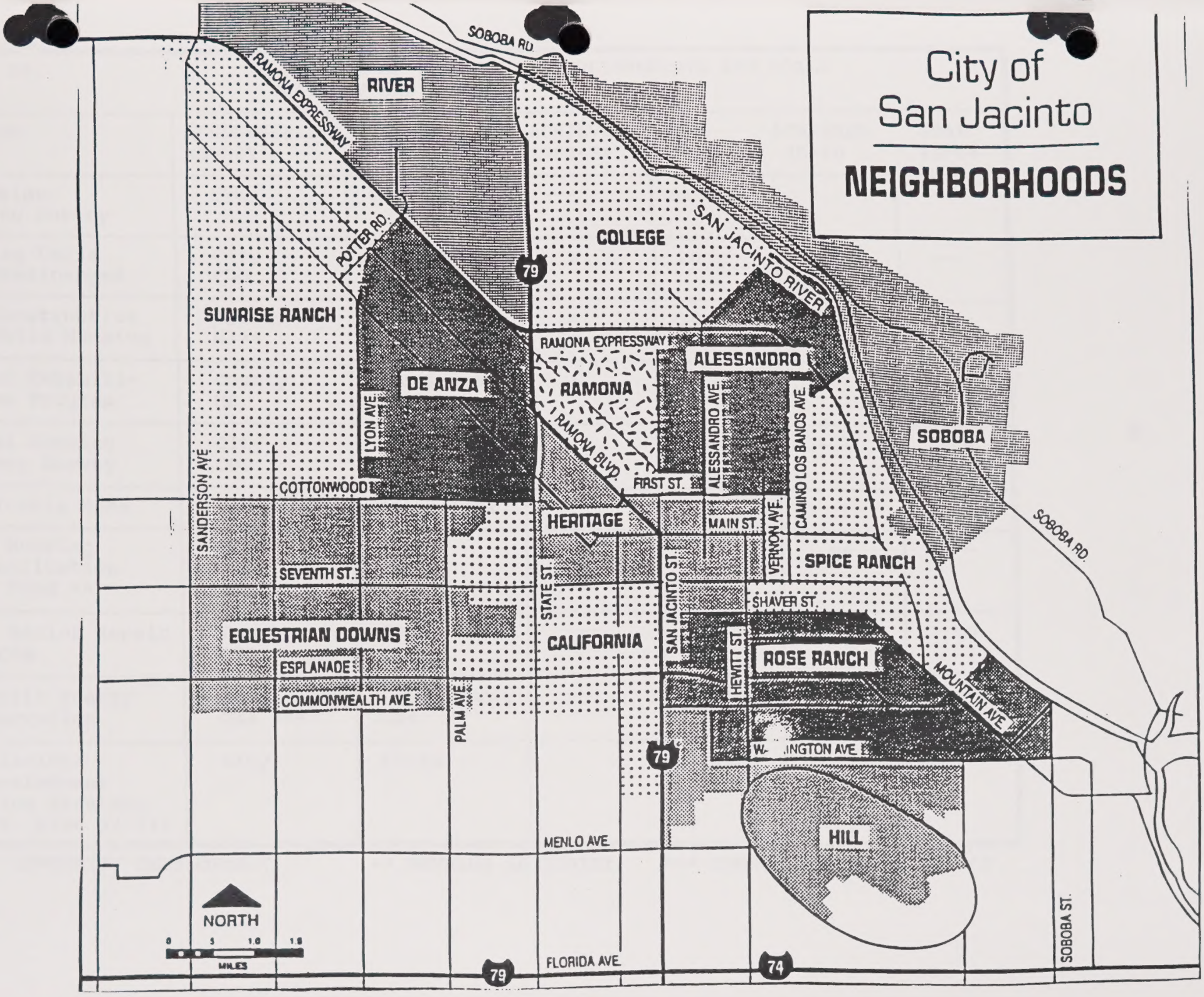

City of
San Jacinto
NEIGHBORHOODS
SOBOBA RD.
RIVER
RAMONA EXPRESSWAY
POTTER RD.
COLLEGE
SAN JACINTO RIVER
79
SUNRISE RANCH
RAMONA EXPRESSWAY
ALESSANDRO
DE ANZA
RAMONA
LYON AVE.
ALESSANDRO AVE.
CAMINO LOS BANOS AVE.
SOBOBA
RAMONA BLVD.
FIRST ST.
SANDERSON AVE.
COTTONWOOD
HERITAGE
MAIN ST.
VERNON AVE.
SOBOBA RD.
SEVENTH ST.
STATE ST.
SAN JACINTO ST.
SPICE RANCH
SHAVER ST.
EQUESTRIAN DOWNS
CALIFORNIA
ESPLANADE
HEWITT ST.
ROSE RANCH
MOUNTAIN AVE.
COMMONWEALTH AVE.
PALM AVE.
79
W[illegible]INGTON AVE.
HILL
MENLO AVE.
NORTH
0 .5 1.0 1.5
MILES
FLORIDA AVE.
79
74
SOBOBA ST.

TABLE 26: SUMMARY OF PROGRAM ACCOMPLISHEMENTS AND GOALS
CITY OF SAN JACINTO

PROGRAM	RESPONSIBLE AGENCY	FUNDING	ACHIEVED 1983-84	GOAL 85-90	ACHIEVED 85-90	GOAL 89-94
City-Wide Housing Survey	City	City	---	ongoing		---
Housing Units for Handicapped	City CDD	Developer	8	20	81	---
New Construction of Public Housing	County HA**	County	14	10	102	---
Rental Rehabilitation Program	County HA	Housing & Urban Dev.	6	5	2	5
Rental Housing Vacancy Survey	City CDD	City	---	ongoing	---	---
California Home	City	State Dept.	---	20	---	---
CDBG Housing Rehabilitation Loan Fund ****	County	CDBG	128	92	66	---
CDBG Senior Repair Program	County CDD	CDBG	---	10	7	50
Retrofit Energy Conservation	City/County CAA ***	City/County CAA	---	ongoing	---	---
San Jacinto Redevelopment Housing Strategy (2 yr. plan 93-94)	City	State		ongoing	---	---

* COMMUNITY DEVELOPMENT ** HOUSING AUTHORITY *** COMMUNITY ACTION AGENCY

FILING FEES

AGRICULTURE PRESERVE DISSOLUTION/DIMINISHMENT	$2000*
AGRICULTURE PRESERVE - NOTICE OF NON-RENEWAL	$ 75*
AMENDED CONDITIONS OF APPROVAL	$ 500
AMENDED TRACT MAP	$1000*
AMENDED SPECIFIC PLAN	$1250*
AMENDED DEVELOPMENT PLAN	$ 500*
ANNEXATION	$1000*
UNLESS WAIVED OR REDUCED BY CITY COUNCIL	
ANNEXATION/COMMUNITY FACILITIES DISTRICT	$1500
APPEAL	$ 750*
BUILDING PERMIT SURCHARGE - 1% OF TOTAL PERMIT FEE. MINIMUM $1.00, MAXIMUM $50.00	
CERTIFICATE OF COMPLIANCE	$ 200*
CHANGE OF ZONE	$3500*
COMPREHENSIVE SPECIFIC PLAN	$4000*
CONCEPTUAL SPECIFIC PLAN	$6000*
CONDITIONAL USE PERMIT	$3000*
DEVELOPMENT AGREEMENT	$5000*
ENVIRONMENTAL IMPACT REPORT - COST PLUS GREATER OF $7500 OR 25%	
ENVIRONMENTAL ASSESSMENT	$ 500*
ENVIRONMENTAL MONITORING AND CONDITION ENFORCEMENT	
$ 350 PER TRACT MAP PHASE	
$ 50 PER YEAR FOR CUP'S	
EXTENSION OF TIME SUBDIVISION MAPS OR CUP'S	$ 350
FINAL PARCEL MAP	$1200*
FINAL TRACT MAP	$2500*
GENERAL PLAN AMENDMENT	$4000*
POLICY MANUAL/POLICY.FEE	

HOUSING ELEMENT

APPENDIX A

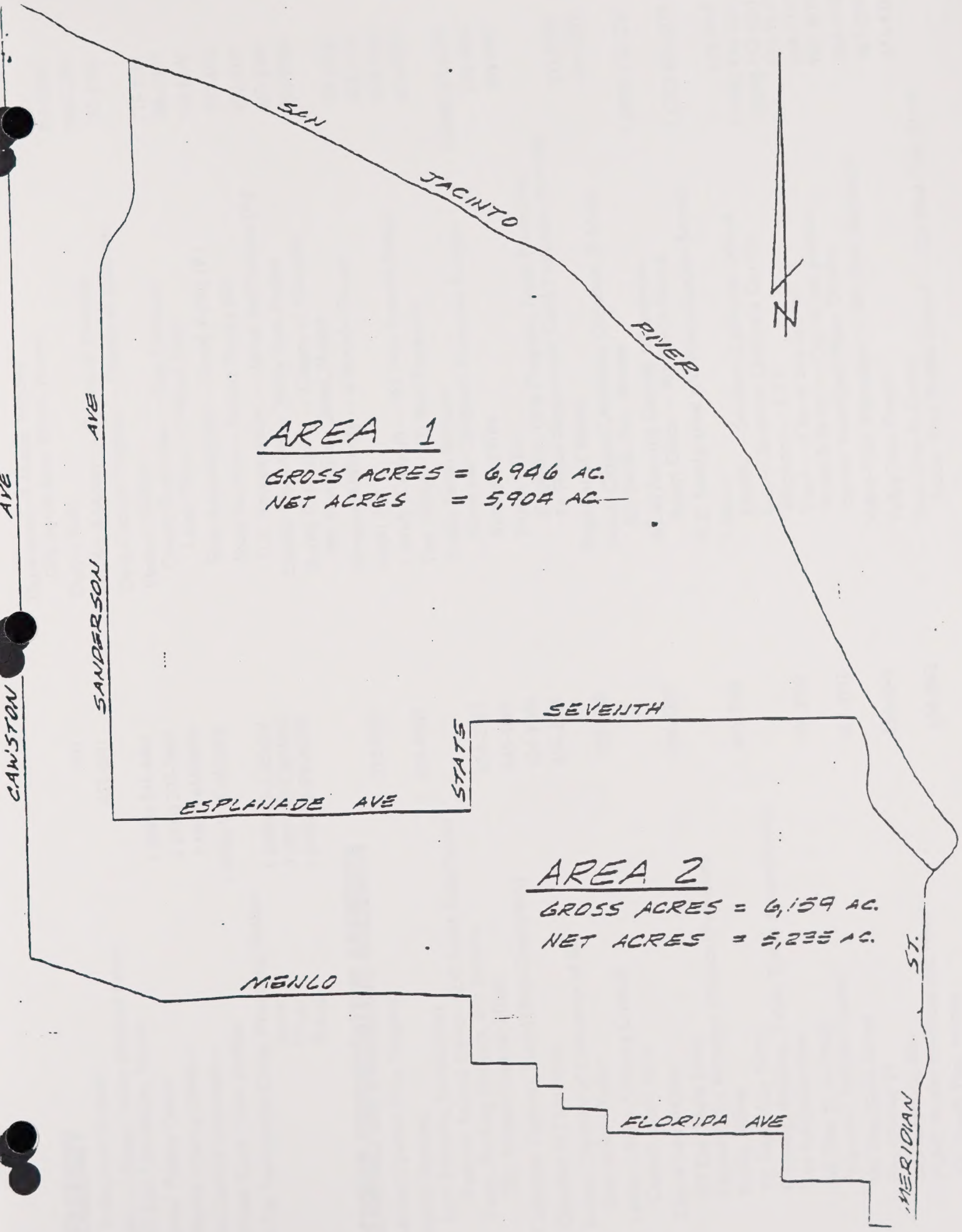
HOME OCCUPATION PERMIT		$ 40
LOT LINE ADJUSTMENT		$ 200*
PHASING PLANS		$ 250
PLANNED UNIT DEVELOPMENT		$2000*
REVISED MAP		$ 250*
SITE PLANS	<1000 SQ FT OR CHANGE IN USE	$ 200*
	1000 - 5000 SQ FT	$ 400*
	>5000	$ 750*
SPECIAL LETTERS/REPORTS		$ 35.
SUBDIVISION AGREEMENT		$ 500
SUBSTANTIAL CONFORMANCE		$ 500
SURFACE MINING PERMIT		$3400*
TEMPORARY USE PERMIT		$ 35
TENTATIVE TRACT MAP		$4000*
TENTATIVE PARCEL MAP		$3000*
VARIANCE		$ 750
VESTING TENTATIVE TRACT MAP		$5000*

CURRENT PLANNING FEE	$50 PER RESIDENTIAL UNIT PAID @ TIME OF BUILDING PERMIT ISSUE $.02 SQ FT NON-RESIDENTIAL UNIT PAID @ TIME OF BUILDING PERMIT ISSUE
ADVANCE PLANNING FEE	$150 PER RESIDENTIAL UNIT PAID @ TIME OF BUILDING PERMIT ISSUE $.06 SQ FT NON-RESIDENTIAL UNIT PAID @ TIME OF BUILDING PERMIT ISSUE

*ADDITIONAL PROFESSIONAL CONSULTING FEES MAY BE CHARGED. CITY STAFF SHALL COLLECT THE APPROPRIATE DEPOSITS TO COVER THE CONSULTING COSTS PLUS 15%. EXCESS DEPOSITS WILL BE REFUNDED

Regional Transportation	$820.00 per acre	
Local Transportation	500.00 per acre	
Public Buildings	65.00 per acre	
Flood Control Improv. Area #1 Area #2	 5990.00 per acre 4975.00 per acre	
Traffic Signalization SF Units MF Units Subdivision Commercial	 150.00 per dwelling unit 100.00 per dwelling unit 2700.00 per acre 2700.00 per acre	
Carpool Mitigation Fee	90.00 per dwelling unit	
Water Capital Imp Fee Residential Commercial	 250.00 per dwelling unit 200.00 per ~~dwelling unit~~ /SPFU	
City Sewer Fee - Res. Com.	200.00 per dwelling unit 200.00 per 20 PFU	
Public Safety Structures Residential Commercial	 50.00 per dwelling unit 0.01 per sq. ft. of lot area	
Public Safety Equipment Residential Commercial	 10.00 per dwelling unit 0.01 per sq. ft. of lot area	
Park Fee - SF Detached SF Attached 2-4 Units 5+ Units Mobilehomes	525.24 per dwelling unit 314.46 per dwelling unit 460.62 per dwelling unit 402.48 per dwelling unit 290.52 per dwelling unit	
Undergrounding Fee	50.00 per linear foot	
Street Trees	250.00 per tree	
Building Permit Surcharge	1% of Total Permit Fee Min. $1.00, Max. $50.00	
Fire Station Mit Fee Residential Commercial	 577.00 per dwelling unit 0.34 per sq. ft. of bldg.	
Current Planning Residential Commercial	 50.00 per dwelling unit 0.02 per sq. ft. of bldg. area	
Advanced Planning Residential Commercial	 150.00 per dwelling unit 0.06 per sq. ft. of bldg. area	
Lighting, Landscaping, Maintenance Dist.	1.00 per linear foot	
Fire Hydrant Paint & Blue Dot	200.00 minimum up to four 50.00 for each additional	
Fire Sprinklers	160.00 + .50 per head per unit	
Water Meters 3/4" 1" 1-3/4" 2"	 400.00 each 500.00 each 750.00 each 1000.00 each	

Other Fees:
Eastern Municipal Water District - Treatment Plant Fees...Call 766-1822
Unified School Districts - School Fees
San Jacinto.....Call 654-2785
Hemet.....Call 658-2171


SAN
JACINTO
RIVER
N
AREA 1
GROSS ACRES = 6,946 AC.
NET ACRES = 5,904 AC.
AVE
AVE
SANDERSON
CAWSTON
SEVENTH
STATS
ESPLANADE AVE
AREA 2
GROSS ACRES = 6,159 AC.
NET ACRES = 5,233 AC.
ST.
MENLO
FLORIDA AVE
MERIDIAN



EMERGENCY

Fire, Police, and Medical	911
Hospital — Hemet Valley Medical Center 1117 East Devonshire, Hemet	652-2811
Regional Poison Center	1 (800) 544-4404
California Missing Children	1 (800) 222-3463
Crisis/Suicide Intervention	1 (800) 444-9999
National Youth Crisis Hotline	1 (800) HIT-HOME
We-Tip Anonymous Crime Reporting Hotline	
Arson	1 (800) 47-ARSON
Crime	1 (800) 78-CRIME
Fraud	1 (800) 87-FRAUD

SERVICE/INFORMATION AGENCIES

Alcohol Control Drug Program	275-2125
Animal Services	654-8002
Lost Animals, Vaccinations Ramona Animal Haven, 1230 South State Street	
Stray, Barking Animals, Bee Swarms City Animal Control Officer	654-2702
California Highway Patrol (Non-Emergency)	845-4661
Chamber of Commerce	654-9246
Latino Chamber of Commerce of the San Jacinto Valley	654-2586
Latino Affairs Advisory Council Contact Silvia Ortiz	927-1110
City of San Jacinto	654-7337
312 East Main Street Council/City Manager, Finance/Personnel, Utility Billing	487-7330
201 East Main Street Planning/Building, Public Works Administration	
Fire Administration	654-2702
160 West Sixth Street Police and Animal Control	487-7373
180 West Sixth Street Fire Station #1	654-4041
905 Industrial Way Public Works Maintenance, Water	654-7212
625 South Pico Avenue	

Department of Motor Vehicles 1200 South State Street, Hemet	765-5000
Dial-A-Ride	766-2370
District Attorney — County of Riverside	275-2105
Drug Control Program — County of Riverside	
Elected Officials	275-1030
County Supervisor — Kay Ceniceros Local Office — Fridays Only	766-2470
State Assemblyman — David Kelley (R)	369-6644
State Senator — Robert Presley (D)	782-4111
U.S. Representative — Alfred McCandless (R)	682-7127
Graffiti Clean-Up — Valley Teen Project	487-2380
Health Department — County of Riverside 801 North State Street, Hemet	766-2450
Housing Authority — Riverside County	351-0700
Legal Aid	683-7108
Library (County) — 165 West Seventh Street	654-7450
Post Office — 315 East Esplanade	654-7922
Public Social Services	
Abuse and Children's Protective Services	1 (800) 331-6742
Riverside Office	358-3000
Hemet Office Eligibility, Gain Program, Adult Protective, In-Home Support and Child Protection Services	658-4481
Registrar of Voters	275-8700
Senior Citizens' Activities, Outreach, & Meals 625 South Pico Avenue	654-7212
Social Security General Information Hemet Office — 105 North Girard	1 (800) 772-1213
U.S. Immigration and Naturalization Service	1 (213) 894-2119
Utilities	925-5999
Electric — Southern California Edison	1 (800) 924-5311
Gas — Southern California Gas Co.	1 (800) 482-6711
Telephone — GTE	654-7337
Trash — City of San Jacinto	654-7337
Water & Sewer — City of San Jacinto	925-7676
Eastern Municipal Water District	654-1505
Valley-Wide Recreation — 901 West Esplanade	487-2380
Valley Teen Project	654-4380
Teen Drop-In Center Monte Vista Middle School — 325 West First Street	

SCHOOLS AND ADULT EDUCATION

San Jacinto Unified School District Administrative Office — 600 East Main Street	654-2785
De Anza Elementary 1089 De Anza	654-4777
Hyatt Elementary (Year-Round) 400 East Shaver	654-9391
Park Hill Elementary (Year-Round) 1157 East Commonwealth	654-6651
San Jacinto Elementary 136 North Ramona Blvd.	654-7349
Monte Vista Middle School 181 North Ramona Blvd.	654-9361
Mountain View High School 699 Young St.	487-7710
San Jacinto High School 500 Idyllwild Drive	654-7374
Mt. San Jacinto College — Campus Center 1499 North State Street	654-8011
Adult Education — English As a Second Language Mt. San Jacinto College	654-8011 Ext. 1700
Literacy Program — Learn to Read and Write Simpson Memorial Center, Hemet	766-2390
Vocational Training Programs Alessandro High School 26866 San Jacinto St., Hemet	765-3190

MEETING SCHEDULES

Chamber of Commerce — Second Tuesday of each month 7:00 AM Soboba Springs Country Club, 1020 Soboba Road	654-9246
City Council — First and Third Tuesday 7:30 PM at Community Center, 625 South Pico Avenue	654-7337
Planning Commission — Second Wednesday following the First Tuesday of each month 7:30 at Community Center, 625 South Pico Avenue	487-7330
School Board — Second and Fourth Tuesdays 5:00 PM at 257 Grand Army	654-2785

Authored by City of San Jacinto in cooperation with
the Latino Concilio
Publication costs assisted by San Jacinto Chamber of Commerce

affordable to qualified residents as defined in Section 51.2 and 51.3 of the California Civil Code.

7. A 25% density increase shall be given if the developer agrees to have 20% of the dwelling units reserved for low income households or 10% of the dwelling units reserved for very low income households as defined by the health and safety code.

8. A density increase of up to 25% maximum shall be given if active recreational facilities are available, such as the following:

Recreation building(s).	5%
Tennis courts.	10%
Children's play area.	5%
Basketball courts.	5%
Volleyball courts.	5%
Swimming pools.	10%
Badminton courts	5%
Handball courts.	5%

Any active recreational facility approved by the Planning Commission or City Council.

The sizing and/or number of recreational facilities shall be as approved by the staff, Planning Commission, and/or City Council as applicable.

9. A 10% density increase shall be given for a security development.

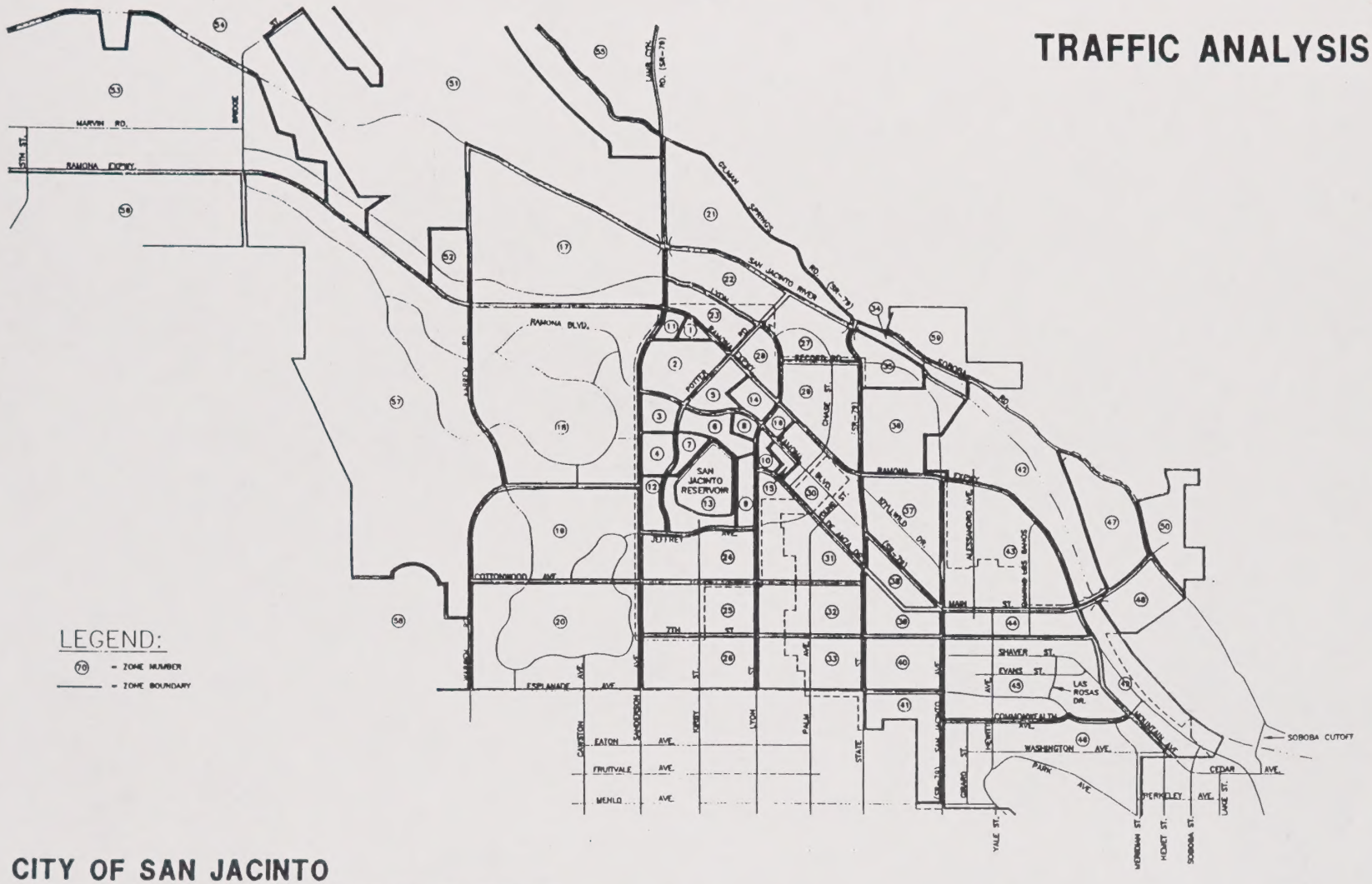
10. A 25% density increase shall be given for an all subterranium parking facility. A 15% density increase shall be given when 50% or more of the parking is subterranium.

D. 1. To determine the density increases or decreases, the cumulative decrease density shall be calculated first, then the cumulative increase density shall be computed.

2. Items C(6) and C(7) are not cumulative on one another.

3. To receive credit for C(6) and C(7) property owner shall execute and the City shall record a written document guaranteeing affordability for a 30 year period.

TRAFFIC ANALYSIS ZONES



LEGEND:

(70) = ZONE NUMBER

——— = ZONE BOUNDARY

north

SCALE: 1"=3000'

CITY OF SAN JACINTO
GENERAL PLAN CIRCULATION ELEMENT
San Jacinto, California

EXHIBIT B

Robert Kahn, John Kain & Associates, Inc.

U.C. BERKELEY LIBRARIES
C101744372